

BART CHRONOLOGY

January 1947 – August 2, 2000

January 1947...

Joint Army-Navy recommends action for underwater transit tube beneath San Francisco Bay.

July 25, 1951...

California Legislature creates special commission to study Bay Area transportation problems.

January 17, 1957...

Nine-county commission recommends legislature to create Bay Area Rapid Transit District.

June 4, 1957...

California Legislature approves creation of five-county Bay Area Rapid Transit District.

November 14, 1957...

District officially activated with first Directors meeting.

January 1, 1958...

First District offices established in Flood Building, San Francisco (later moved to 814 Mission Street).

July 1, 1958...

First property taxes collected.

May 14, 1959...

Parsons, Brinckerhoff-Tudor-Bechtel retained as engineering consultants for system design and construction.

July 10, 1959...

State legislature authorizes use of Bay Bridge tolls to finance construction of Transbay tube.

January 20, 1960...

State approves use of Grove-Shafter freeway median for BART transit route.

April 12, 1962...

San Mateo County Supervisors officially withdraw the county from District, citing high property taxes and the existing Southern Pacific commuter line as reasons.

May 17, 1962...

Marin County officially withdraws from District, citing inability of Golden Gate Bridge to carry transit vehicles and prohibitive cost of another underwater tube as reasons.

May 24, 1962...

Three-County rapid transit plan adopted by Board of Directors; referred to Alameda County, Contra Costa and San Francisco County Boards of Supervisors for approval.

November 6, 1962...

\$792 million General Obligation Bond issues approved by District voters for construction of 75-mile system, including 3.5 mile Muni Metro line.

July 1, 1963...

Full-scale design engineering begun by District engineering consultants, PB-T-B.

June 19, 1964...

President Lyndon B. Johnson presides at official start of construction in Concord.

January 24, 1966...

Construction begins in Oakland subway.

August 25, 1966...

BART receives first federal construction grant.

October 4, 1966...

Voters in the city of Berkeley approve \$12 million bond issue for construction of the BART system as a subway. The original plan called for aboveground rail lines in Berkeley, Ashby, and North Berkeley aboveground stations.

July 25, 1967...

Construction begins on Market Street subway in San Francisco.

March 28, 1969...

State Legislature approves a half-cent district sales tax to provide \$150 million required completing the system.

April, 1969...

Last section of Transbay Tube placed; rail lying begins.

July 3, 1969...

BART awards transit vehicle contract to Rohr Corporation of Chula Vista, California.

August, 1969...

Transbay Tube structure complete.

February, 1970...

BART joins with City of Oakland, Alameda County, and Coliseum to study feasibility of linking Coliseum Station to Oakland Airport.

April, 1970...

BART joins with San Francisco and San Mateo counties to develop plans for extending BART from Daly City to San Francisco Airport. Federal grant of \$371,334 received July 1 for the study.

January 27, 1971...

Final "hole-through" into Montgomery Street Station opens last subway tunnel on system.

July 23, 1971...

Last rail in place on Contra Costa line to complete linking of all system mainline track.

November 5, 1971...

Delivery of first production car for revenue service.

December 16, 1971...

District headquarters settle in Oakland.

January 27, 1972...

The San Francisco Human Rights Commission presented the Bay Area Rapid Transit District Board of Directors with a commendation for its positive policy on fair employment practices.

February 10, 1972...

The Board of Control for the Bay Area Rapid Transit District's Livermore-Pleasanton extension study selected the firm of Livingston and Blayney as technical consultants for the project.

March 23, 1972...

The Bay Area Rapid Transit District will install bicycle racks in the parking lot and plaza areas of 27 of its 34 stations. Coupled with the bicycle rack project will be a pilot program to install 94 bicycle storage lockers in six of the East Bay stations just prior to line opening.

April 27, 1972...

Directors of the Bay Area Rapid Transit District voted to seek SB 325 monies to provide express bus feeder service to BART stations from four outlying areas in Contra Costa and Alameda Counties not currently served by public transit lines.

May 7, 1972...

Public viewing of the El Cerrito BART Station interior and platform areas and inspect a train.

May 21, 1972...

Public viewing of the South Hayward BART Station, and a brand new revenue train.

May 25, 1972...

BART Board of Directors authorized procurement of 29 machines for issuing transfers, which will entitle BART patrons to one-half fare feeder bus service from its 17 East Bay stations served by AC Transit.

June 4, 1972...

Public viewing of the Bayfair BART Station. A motorized cable car sponsored by the Bayfair Merchants Association ran a free passenger shuttle from the Bayfair Shopping Center to the BART station. San Leandro Mayor Jack D. Maltester rode an old-fashioned double-decker London bus from downtown San Leandro to the Bayfair station, followed by a small caravan of antique cars.

June 10, 1972...

Public viewing of the Powell Street BART Station. Because the third rail from Oakland through San Francisco has not yet been energized, the train will be pushed by a special vehicle through the Transbay tube.

June 25, 1972...

Public viewing of the Union City BART Station. The feature attraction will be a BART train of the latest transit cars, which will commence revenue service from Fremont to North Oakland this fall.

July 7, 1972...

Public viewing of the Fremont BART Station. Some of the architectural features of the station include a large sunken rectangular plaza with porcelain enamel steel panels, and giant glass windows for natural light and warmth.

August 6, 1972...

Public viewing of the Richmond BART Station. An outstanding feature of the Richmond Station is a fiberglass wall sculpture with a marine theme designed and executed by artist William Mitchell.

August 10, 1972...

BART Board of Directors officially declared Monday, September 11, 1972, as the opening day of passenger service. BART will open the first of its four major lines -- 28 miles and 12 station on the 75-mile, 34-station system.

August 16, 1972...

The BART Board of Directors has set Monday, September 11, as "Day One" of revenue service for the first of four major lines to open in four successive stages. Target dates for opening the other three lines comprising the 75-mile 34 station system are: Richmond ("R") Line - 12 miles - November; Concord ("C") Line - 17 miles - within first quarter 1973; and the Transbay Tube, San Francisco to Daly City - around mid-1973.

August 19, 1972...

Public viewing of the Berkeley BART Station. The main entrance, located at Center and Shattuck Streets is circular with a skylight dome that allows sunlight to flood into the center of the concourse level of the station.

August 24, 1972...

BART Board of Directors authorized substantial decreases in property tax rates for fiscal year 1972-73 to be levied within the three District counties for payments on BART construction bonds.

August 27, 1972...

Public viewing of the 16th and Mission Street BART Station. Outstanding features of the station are ceilings of acoustic pan with wood panels, can cast concrete sculptures lining the entrance walls leading from the street level plazas down to the concourse.

August, 1972...

Pittsburg-Antioch extension study starts. San Mateo County and the Metropolitan Transportation Commission plan with BART consultants to extend rapid transit beyond San Francisco Airport to Menlo Park for San Mateo County Transit Development Project.

September 7, 1972...

Starting with the Sept. 11 opening of the Bay Area Rapid Transit District's Oakland-to-Fremont service, BART patrons will be able to buy multiple-ride tickets through 80 Alameda County branches of 16 banking firms.

September 11, 1972...**OPENING DAY OF PASSENGER SERVICE.****September 15, 1972...**

The Bay Area Rapid Transit District closed out its first five days of revenue service with a total passenger count of more than 100,000 for the opening segment of the system from Fremont to Oakland. Started with eight two- and three-car trains in service, and went to nine and ten trains which generally did well all week.

September 25, 1972...

The Bay Area Rapid Transit District began its third week of weekday revenue service today with a morning commuter count of almost 2,000--the highest since the September 11 opening day.

September 27, 1972...

President Nixon rides the BART system.

October 2, 1972...

First accident since revenue service began. Component failure causes a two-car train to run off tracks at Fremont Station.

October 11, 1972...

The system officially dedicated by Secretary of Transportation John A. Volpe at Lake Merritt Station.

October 26, 1972...

The BART Board of Directors authorized the establishment of an express bus feeder line from Danville-Alamo area of Contra Costa County into the Walnut Creek BART Station.

December 12, 1972...

Bay Rapid Transit District recognized its millionth passenger, Mrs. Bettie DeManty of Hayward.

January 29, 1973...

Opening of Oakland-to-Richmond service, the second segment of the BART system to go into operation. This extends the operating system to 39 miles and 18 stations.

Bicycle racks for BART riders have been installed at all surface and aerial station from Richmond to Fremont.

January 31, 1973...

BART patrons are now able to buy multiple-ride tickets through 128 branches of 19 banking firms.

February 12, 1973...

The high-voltage electric third rails which power BART trains was fully energized along the BART line from MacArthur Station in Oakland to Concord in East Contra Costa County.

May 21, 1973...

Concord line opens, adding 17 miles. The BART System now has 56 miles and 24 stations.

June 19, 1973...

BART, the nation's newest transit system, reached a milestone in safe operations by passing the 100 million passenger mile mark without incurring any serious passenger injuries.

July 3, 1973...

The high-voltage electric third rails which power BART trains were fully energized through the Transbay Tube and as far as the Powell Street Station in subway beneath San Francisco's Market Street.

August 10, 1973...

First train travels through Transbay Tube to Montgomery Station averaging 70-mph westward and 80-mph eastward.

August 13, 1973...

Electricity for the high-voltage third rails will be fully energized all the way through San Francisco to Daly City. This is the last segment of the 75-mile BART System to be energized.

September 11, 1973...

FIRST ANNIVERSARY of revenue service--5 million passengers carried, 58 miles of track.

November 3, 1973...

BART's 7.5 mile San Francisco line servicing 8 stations is opened. Patronage doubles within the first two weeks.

November 5, 1973...

Service begins between Montgomery Street and Daly City Stations, bringing 63.5 of the 71.5 miles into operation.

January 31, 1974...

New express bus service introduced to BART commuters from the Peninsula. A fleet of six charter buses make inaugural runs to Daly City from pickup points as far south as Belmont.

March 6, 1974...

Bay Area Rapid Transit District began construction this week on a new 2.5 mile test track along the BART main line from Industrial Parkway in Hayward to "E" Street in Union City, will expedite new car check out and regular maintenance work on its growing fleet of transit cars.

September 11, 1974...

HAPPY SECOND BIRTHDAY BART!

September 12, 1974...

BART Board of Directors approved a contract with AC Transit to provide express bus service in five areas of Alameda and Contra Costa counties not directly served by rail, beginning no later than December 30.

September 16, 1974...

Transbay service began, representing a major milestone in placing the full 71.5-mile system in operation. With the advent of Transbay service, BART's patrons may purchase high value tickets at 264 branch banks through the three counties, and 13 branch banks in San Mateo and Santa Clara Counties.

October 25, 1974...

BART Board of Directors authorized the commencement of a six-month "Bikes on BART" trial program to determine the feasibility of transporting regular, non-collapsible bicycles on its trains.

November 5, 1974...

Nine-member Board of Directors elected to replace 12-member appointed board.

December 2, 1974...

Express bus service to outlying areas begins as an interim extension of BART rail service.

February 10, 1975...

Bay Area Rapid Transit District began a program to increase its excursion fare from 60-cents to \$1.00. The process of modifying the automatic fare collection equipment for the excursion equipment for the excursion fare increase can only be accomplished over a period of time. The excursion fare will be standard throughout the entire BART system on or before March 8, 1975.

February 26, 1975...

BART and the San Francisco Municipal Railway jointly announced that their long-awaited transfer system, cutting bus fares in half for regular BART-MUNI combination riders, will begin on March 10.

March 17, 1975...

BART announced three new stops will be added to the BART/AC Transit Express Bus lines serving the Dublin area.

April 28, 1975...

BART/AC Transit Express Bus service expanded and approved in the Livermore, Concord, Pittsburg, Antioch, and Martinez areas.

June 2, 1975...

BART Board of Directors authorized the extension of "Bikes on BART" trial program which was scheduled to conclude June 31, for an additional six months, through December 31, 1975.

July 1, 1975...

Handicapped 75 percent fare discount adopted - an industry first made possible by plan administered by BART and approved by other Bay Area transit agencies. Discount fares for the elderly reduced from 75 to 90 percent.

August 12, 1975...

Bay Area Rapid Transit District endorsed AB 664, would permit surplus bridge tolls to be used for transit development on the Transbay corridors and their vicinities.

August 14, 1975...

BART Board of Directors voted to increase passenger fares and initiate parking fees in the system's 23 parking lots.

September 11, 1975...

HAPPY THIRD BIRTHDAY BART!

September 30, 1975...

Construction began on a two level structure which will double the current 800-car parking capacity at BART's Daly City Station.

November 3, 1975...

BART's first fare increase since the District began passenger operation results in a 21 percent revenue growth.

December, 1975...

"Bikes on BART", another industry first, adopted after a successful 12-month trial run.

January 1, 1976...

Permanent night service goes into effect. Hours of train operation are extended from 6 a.m. to 12 midnight.

January 12, 1976...

"Mid-day Parking" is re-introduced to better balance parking at its suburban stations.

January 30, 1976...

Outstanding Community Achievement given to BART--one of 200 organizations selected by Revolution Bicentennial Administration's "Horizons on Display" program.

April 8, 1976...

The one million-passenger mark was reached on BART's express bus service to suburban Alameda and Contra Costa Counties.

April 19, 1976...

BART began running its first direct train between Richmond and Daly City on a limited basis, as part of a special program to increase service levels.

May 27, 1976...

Embarcadero Station officially opened for revenue service, drawing thousands of San Franciscans to the colorful ceremonies at the 34th system station.

June 7, 1976...

BART began a new schedule of direct, no-transfer Richmond-Daly City service, as part of an ongoing program to improve transit accessibility to its riding public.

June 16, 1976...

The State Assembly passed a bill, AB 3785, that would extend the present BART District half-cent sales tax through June 1978.

July 8, 1976...

BART General Manager Frank C. Herringer announced that a new three-year labor agreement had been reached with

Service Employees International Union, Local 390, and Amalgamated Transit Union, Division 1555.

September 6, 1976...

For the first time since beginning operations four years ago, BART offered a special 25-cent, one-way fare of their choice to any point on the system this Labor Day. Free rides offered on BART Express Buses when taken away from those BART stations served by the special buses.

September 11, 1976...

HAPPY FOURTH BIRTHDAY BART!

September 13, 1976...

Three new additional BART Express Bus stops are being added in areas served by the M and P buses, which originate at the Concord Station.

September 22, 1976...

BART funding bill AB 3785 was signed into law by Governor Edmund G. Brown, Jr. This bill authorizes BART to levy the half-cent sales tax to meet operational expenses.

September 27, 1976...

A new storage area designed to reduce delays due to disabled trains on the mainline became operative. Located adjacent to the BART Fremont line in Oakland at about 14th Avenue and 12th Street. It is officially designated as the "A-15 Spur".

December 6, 1976...

BART increased commute-hour train lengths on all lines. Ten car trains, seating 720 passengers.

January 13, 1977...

Ratification of an agreement between the District and the newly formed Supervisory and Professional Association (BARTSPA) numbering 114 middle management employees.

January 26, 1977...

Hundred millionth (100,000,000) passenger entered the system since the beginning of operations 4 1/2 years ago. BART Board President Barclay Simpson and General Manager Frank C. Herringer presented a certificate and gift to Maria Magdalena De Guzman of Daly City. Since opening, BART trains have traveled 1.4 billion passenger miles.

March 9, 1977...

The opening of 390 additional parking spaces at South Hayward BART Station, bringing the total to 880.

April 4, 1977...

BART awarded contract to provide special instrumentation for sensing seismic activity along key areas of the line to Howell Electric Company of Oakland. Howell Electric Co. will supply the District with seismic sensor alarms. The seismic sensor system will be installed by BART personnel and linked directly to BART's Central Control and Station Agent consoles at Concord, Walnut Creek, Rockridge, El Cerrito Del Norte, Bayfair, Fremont, Embarcadero and Daly City stations.

April 25, 1977...

Restriping to make more spaces for compact cars and changing the traffic flow, BART has added 145 additional parking spaces at Pleasant Hill; 71 spaces at Orinda; 42 at Walnut Creek, and 15 at Concord. Aggregate surfacing on the upper lot at Lafayette Station is providing 300 additional parking spaces for commuters from that area.

June 9, 1977...

BART receives "outstanding public service" award from State Department of Rehabilitation in recognition of its accomplishments in making BART Accessible to the handicapped.

June 13, 1977...

BART adjusted its last train schedules to insure that patrons who enter any one of the system's 34 stations before midnight will be assured of catching a train.

June 25, 1977...

BART conducts largest full-scale fire drill to date. Drill includes 200 volunteers plus representatives from hospitals and

emergency response agencies.

July 8, 1977...

Surprise walkout by the transit system's train operators. ATU, Local 1555, represents approximately 400 of the transit district's operation employees, primarily train operators and station agents.

September 7, 1977...

BART & the BART Police Officers Association, SEIU, AFL-CIO, announced at 2:30 this morning that they had reached a tentative agreement ending the 14-day labor dispute.

September 11, 1977...

BART celebrates fifth birthday. To date, 120 million patrons have been carried 1.6 billion passenger miles. Daily patronage is 144,000. Patronage in September, 1972, reached 17,000; 32,000 in September, 1973; 80,000 in September, 1974; 122,000 in September 1975; and 132,000 in September, 1976.

September 30, 1977...

Permanent extension of one-half cent sales tax signed into law. The bill authored by Assemblyman Leo McCarthy provides BART with 75 percent of the tax levied in Alameda, Contra Costa, and San Francisco counties. The rest is earmarked for allocation by the Metropolitan Transportation to AC Transit, and MUNI for service improvements.

October 10, 1977...

BART's new three story parking structure, servicing the Daly City Station, was opened with approximately 1,600 parking spaces for BART commuters, with 24 of the spaces reserved for handicapped parking.

October 17, 1977...

BART receives awards for "Pioneering Design and Construction" and "Outstanding Civil Engineering Achievement" from American Society of Civil Engineers.

November 19, 1977...

Breaking a 20-year-old tradition, the Emporium's Santa Claus will arrive for his first official day of work via BART instead of by cable cars as in the past.

December 8, 1977...

BART Board of Directors approved a proposed new free shuttle bus service between Hayward Station and the Alameda County Government Center near Winton Avenue.

The shuttle service will operate as a demonstration project over a two-year period.

January 26, 1978...

Free day on BART adopted in an effort to makeup for passenger inconvenience during AC Transit strike. Board also authorizes a free month of BART Express Bus service following the end of the two-month strike.

February 2, 1978...

Another free day on BART. Ridership reaches record high of 250,000.

March 8, 1978...

BART installs TTY Telephones in the Telephone Information Center for deaf patrons needing transit information.

April 7, 1978...

BART officials seek approval from CPUC to remove constraint-requiring trains to be separated by at least one station.

May 19, 1978...

BART Board President Harvey W. Glasser and Market Street Development Project President Albert S. Samuel's, Jr., dedicated a 37-foot high sculpture, "Wall Canyon", by artist Steven De Stealer's, at the Embarcadero Station.

May 23, 1978...

BART passengers traveled there two billionth mile on the system.

June 16, 1978...

BART Board of Directors adopted a policy of cutting the proposed 1978/79 fiscal budget by \$5-7 million as a first step toward meeting the impacts associated with Proposition 13.

July 2, 1978...

Regular Sunday train service from 9 a.m. to midnight begins.

September 11, 1978...

HAPPY SIXTH BIRTHDAY BART!

September 29, 1978...

BART Board of Directors approved permit parking for BART district residents in a 250 space auxiliary parking lot at Daly City Station.

BART Board of Directors awarded a \$269,000 contract for to construct an east entrance to the Fremont Station.

October 12, 1978...

BART Director Arthur J. Shartsis announced that BART has agreed to the construction of a special entrance way from the 12th Street/City Center Station in Oakland to the proposed \$100 million Hong Kong/USA complex.

October 16, 1978...

BART Board of Directors approved a policy to clearly define the transit district's hiring and promotion practices.

October 27, 1978...

Ribbon-cutting ceremony to dedicate the new parking lot at the Fremont Station. The new facility has increased parking availability by over 300 spaces bringing the total to about 1,000.

January 11, 1979...

Keith Bernard appointed as General Manager, replacing Frank Herringer, who resigned December 31, 1978.

January 17, 1979...

TRANSBAY TUBE FIRE...

April 2, 1979...

BART completed the process of presenting direct evidence and testimony to the California Public Utilities Commission (CPUC) to support its request to resume passenger service through the Transbay tube. Order of closure was issued by the CPUC on Friday, January 19, following a train fire in the tube on January 17.

April 5, 1979...

Transbay service resumes with CPUC authorization.

April 30, 1979...

As a result of Transbay Tube fire, BART puts emergency information posters, containing evacuation procedures, in all transit vehicles.

August 31, 1979...

A strike by BART employees has forced the shutdown of the BART system.

September 11, 1979...

HAPPY SEVENTH BIRTHDAY BART!

October 16 , 1979...

CPUC hearings continue regarding BART's application to remove constraint that trains operate no closer than one station apart--thus paving the way for direct Richmond/Daly City Service in early 1980. "Close headway's" begins June 13, 1980.

November 25, 1979...

BART General Manager, Keith Bernard, announced that full service will resume on December 3.

December 13, 1979...

BART was advised by the Urban Mass Transportation Administration (UMTA) that additional funding will be made available for the replacement of BART's existing polyurethane foam seats.

December 31, 1979...

Another BART first--train operation continues around the clock on New Year's Eve as part of BART's "Safe Holiday Program".

February 2, 1980...

BART's bike permit office will be open from 10 a.m. to 2 p.m. and will continue to be open the first Saturday of each month through June, 1980.

February 25, 1980...

Special BART/AC Transit Committee of directors from both agencies is established to improve coordination between the two transit agencies.

March 7, 1980...

BART's new "All About BART" brochure has been translated into both Spanish and Chinese and they are now available in all BART Stations.

March 12, 1980...

The 250-space parking lot BART had originally set aside for permit parking only at its Daly City Station is now available for general parking use after 9 a.m. on weekday mornings and throughout the service day on weekends.

March 24, 1980...

In an effort to further relieve parking congestion at its Concord Station, BART will be sponsoring a new three-person carpool program for the system's patrons.

March 27, 1980...

BART Board of Directors today approved entering into an agreement with Kaiser Engineers, Inc., of Oakland to assist BART engineers in the development of a new transit car for the system. The new transit vehicle, which will be a combination "A" lead and "B" mid-train car, will be called a "C" car and is expected to be ready for bid by November, 1980. The procurement and delivery process would take four to five years.

April 7, 1980...

The official opening of the new east entrance to the Fremont Station.

April 24, 1980...

BART Board of Directors adopts extension policy as part of a 20-year plan to extend the system 15 miles from Concord to Pittsburg/Antioch area; 4.8 miles from Fremont to Warm Springs; 9.3 miles from Daly City to San Francisco Airport and 24 miles from Bayfair Station through Castro Valley to Livermore/Pleasanton. Total cost is estimated at \$1.7 billion.

May 16, 1980...

Contract to install new seat cushions in BART cars, was awarded to WAM's, Inc. a San Francisco based firm. Their bid of \$118,267 was the lowest among five firms competing for the job.

June 2, 1980...

BART begins issuing permits to bring bicycles onto the system on an "appointment only" basis.

June 20, 1980...

BART leased two supplemental parking lots, which combined, will accommodate an additional 510 cars. This brings the total number of parking spaces at the Concord Station to 1600.

June 24, 1980...

BART Board adopts \$105.5 million operating budget which includes the first fare increase since 1975. Minimum fares to rise from 30 to 50 cents. New fares go into effect June 30.

June 30, 1980...

BART's new fare increase goes into effect. The new discount ticket for handicapped persons and children 5 through 12 will be the same color red as the old ticket but will have a pre-encoded value of \$9.00 and will cost 90 cents.

July 7, 1980...

Direct Richmond-San Francisco/Daly City service begins. There will be 43 trains operating during peak hours (as opposed to 33 before the introduction of Close Headway's).

July 11, 1980...

BART bike lockers which are located at all stations except in San Francisco, downtown Oakland, and central Berkeley, may now be leased from the transit district for \$30 per year, or \$15 for three months. A \$10 key deposit is also required.

July 16, 1980...

Because of a recent upsurge in demand for permits to take bicycles on BART, the transit system will expand the permit office hours from two days a week to five days a week.

August 20, 1980...

Career Apparel Image Award given to BART by National Association of Uniform Manufacturers for station agent uniforms.

September 11, 1980...

HAPPY EIGHTH BIRTHDAY BART! The transit system has carried better than 237,000,000 passengers over 3 billion passenger miles.

October 1, 1980...

BART began making bicycle permits available on a mail-order basis. Also, BART will begin allowing bicycles to be brought on the system to travel in a reverse commute direction on some of the lines during the morning and evening commute periods.

October 16, 1980...

BART Board of Directors approves a contract to LeeMAH Electronics, Inc. of San Francisco to manufacture a major new train control modification, which is expected to greatly enhance service reliability and overall operation of the system. The new modification called, "Manual Cab Signaling" (MCS), will permit the train operator to run the trains, manually, at normal speeds with full automatic protection.

October 22, 1980...

BART will receive \$12.9 million in Federal grants from the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) for three major improvement programs.

October 25, 1980...

BART Saturday service is expanded to four routes from the current three route service. The fourth route will provide direct service between Richmond and San Francisco/Daly City, similar to weekday service.

November 5, 1980...

Seat replacement program is completed. All seats in the operating fleet has been replaced with fire-resistance material made of low-smoke neoprene. Seat covers are made of 90 percent wool and 10 percent nylon.

December 8, 1980...

Full-scale fire test is made on BART car at McDonnell Douglas Corporation testing facility in Southern CA.

March 16, 1981...

Signs designating the close-in preferential parking spaces at four BART Stations (Concord, Lafayette, Daly City and Fremont) will be set-aside for BARTpool vehicles. The BARTpool is a program designed to help alleviate parking problems at these stations.

April 21, 1981...

CPUC approves "Cut-Out-Car" program which will allow the system to continue train operation though any one of the cars has a friction brake problem. Prior to the program, cars with brake problems operated at half speed.

April 22, 1981...

Inauguration ceremony was held in the fountain area of the BART Administration Building for BART's new anonymous witness program called "We Tip".

July 16, 1981...

BART Board of Directors adopts a 10-year, \$1.2 million program designed to improve pedestrian, automobile, bus and carpool access to 21 stations throughout the BART system.

August 31, 1981...

BART's Board of Directors adopted a single property tax rate of 6.97 cents per hundred dollars of assessed value to meet BART's current general obligation bond debt service costs.

September 3, 1981...

A preferred route for proposed Pittsburg-Antioch extension adopted which will run 19 miles from Concord to north Concord along Port Chicago Highway to Route 4 and along Route 4 to Antioch.

September 11, 1981...

HAPPY NINTH BIRTHDAY BART!

September 17, 1981...

BART opened the "BART Exhibit" the first of its kind for the system. Standing almost 8' high, 12' at one point, the physical structure, if stretched out in a straight line, would be well over 50'. It has aluminum facing on the outside, resembling the exterior skin of a BART train. Assembled, it will be divided up into three large curved sections, each depicting an era of the system. The main theme of the freestanding island exhibit is "BART Going Places."

October 21, 1981...

BART received its first financial boost today when William Royer, U.S. Department of Transportation Regional Representative, announced that a grant of \$6.7 million for the new cars had been approved. This is the first such grant approval received for the new C-Car.

October 31, 1981...

One of the eight massive switches, on this first new BART trackway, was moved into position using a system, which was developed by BART's Power and Way Maintenance Department.

December 17, 1981...

BART Board of Directors today approved going to bid for the purchase of 60-150 newly designed "C-Cars".

January 7, 1982...

BART Board of Directors today adopted a five-year plan designed to upgrade and streamline the transit system's Express Bus service.

January 20, 1982...

"BARTpool" -- a preferential parking program for BART patrons who carpool to the station, is now available at the El Cerrito Del Norte BART Station. Seventy-five close-in parking spaces have been set aside in the west parking lot for carpools of three or more v riders.

February 1, 1982...

A first--BART reduces fares during off-peak hours to attract ridership between the hours of 10 a.m. and 3 p.m. The test will continue throughout February.

February 10, 1982...

BART took over the ownership of the Lafayette Parking Lot located at Oak Hill Road and Dear Hill Road. The parking lot, which will accommodate approximately 400 cars, previously had been leased to the City of Lafayette by the State of California.

February 12, 1982...

"BART TIMES", a free, bi-monthly publication for transit riders, is introduced.

February 18, 1982...

BART Board of Directors directed General Manager Keith Bernard to advertise for bidders on the \$19 billion project, which will significantly improve the fire resistance of BART cars. Bid documents will be available from BART's District Secretary's Office on Tuesday, March 16, 1982.

March 24, 1982...

Groundbreaking ceremony for the \$12.5 million Regional Administrative Facility--the first government condo. The facility will house BART, Metropolitan Transportation Commission and the Association for Bay Area Governments.

April 1, 1982...

The "two-for-one" transfer purchased from the BART/MUNI transfer machines has gone up in price, by ten cents, in accordance with the new increase in MUNI fares also on this date.

May 21, 1982...

Transit vehicle "Fire Hardening" program contract given to TODCO, division of Overhead Door Corp., for \$17.8 million.

May 24, 1982...

BART announced that a \$1.8 million contract which will greatly improve radio communications capacity for BART has been awarded to Wismer and Becker, Consulting Engineers, Sacramento, CA.

July 1, 1982...

BART and its two major unions, Amalgamated Transit Union, Local 1555, and United Public Employees (UPE), Local 390, voted to ratify the new agreement.

July 13, 1982...

BART awards \$16,000 to the winners of its "Architectural Design Competition" to graduate student teams from west coast colleges for designs of joint commercial and institutional development at three BART stations.

August 19, 1982...

Board of Directors approved the sale of \$65 million in sales tax revenue bonds for the purchase of new transit cars. The District plans to purchase between 90 and 150 of the new cars, depending on the amount of federal funding that is committed to this project.

August 20, 1982...

BART announces new 18.4 percent fare increase effective September 8.

August 31, 1982...

BART Board of Directors adopted a reduced property tax rate for the 1982/83 fiscal year to meet general obligation bond debt service costs.

September 11, 1982..HAPPY TENTH BIRTHDAY BART! The system presently carries approximately 190,000 passengers per weekday and has traveled over 4.5 billion passenger miles since opening in 1972. BART's anniversary theme contest, "Ten Years...

Cheers" was won by Station Agent Donna Loughran. Loughran's slogan was selected from over 150 entries submitted by BART employees.

October 7, 1982...

Single largest contract BART will award in the coming decade given to Societe Ferrovaire de Valenciennois (SOFERVAL) of France for the C-Car. Soferval estimates that 65% of project will be spent on American-made material and will create jobs in the Bay Area where final assembly will take place. BART and Soferval agreed on at least a 14 percent Minority and Women's Business Enterprise participation.

December 6, 1982...

Groundbreaking ceremony for the construction of the carbarn to house the historic streetcar "00". The car has been preserved and will be placed on permanent exhibit at the Hayward BART Station.

January 11, 1983...

Passenger survey indicates more people using BART for all kinds of trips; commuters now make up more than 77 percent of total weekday trips. Women patrons now a majority. Marked increased in patron income since 1980 when 54 percent of passengers earned over \$20,000 compared to 66 percent for 1982.

February 15, 1983...

BART has increased the full fare value of its discount tickets for seniors, youths and disabled persons to \$12. The 90 percent discount will remain.

March 7, 1983...

Ceremony inaugurating into service BART Express Buses are equipped with wheelchair lifts and special steps that "kneel" to aid elderly and disabled persons in boarding the buses.

April 1, 1983...

The new BART/MUNI monthly Fast Pass goes on sale. The pass will be honored for unlimited rides for the month of its designation on MUNI and BART within San Francisco.

April 11, 1983...

BART's \$21 multi-ride tickets, which cost \$20, can be ordered by calling a 24-hr. toll-free telephone number.

May 4, 1983...

BART connections with the AIRPORTER bus service to the San Francisco International Airport can be made from the Embarcadero BART Station, where the airport bus service leaves from the main entrance of the Hyatt Regency Hotel, or from the Powell Street BART Station.

May 19, 1983...

Funding for a one-year demonstration project for "The Martinez Link" was approved by a committee of the Metropolitan Transportation Commission (MTC).

June 3, 1983...

Grand opening of the new Oakland Convention Center located at 10th and Broadway, a few steps from BART's 12th Street/City Center Station.

July 5, 1983...

"The Martinez Link" begins between the El Cerrito Del Norte BART Station and the Contra Costa County offices and courts in Richmond and Martinez.

September 11, 1983..HAPPY ELEVENTH BIRTHDAY BART! Today, 43 BART trains on 479 daily runs carry about 191,000 trips each weekday. Patrons have taken 382 million trips on BART for more than five billion passenger miles, with not a single passenger fatality.

September 19, 1983..Work began on the expansion of the parking lot capacity at the Union City BART Station, in order to add 234 more parking spaces.

October 22, 1983...

Beginning today and continuing every Saturday through November 19, BART Police will conduct its "Ident-a-Kid" program, a fingerprinting program for children, being offered as a free community service at various BART stations.

October 31, 1983...

Moped riders can now rent one of 42 storage lockers at 12 BART stations for a cost of \$15 for three months or \$30 for a year.

November 29, 1983...

The first of BART's 436 transit cars of the fire hardening program on display for public showing.

March 23, 1984...

BART Employee, Pete Avalos will carry the Olympic Torch later this summer, as the torch proceeds on its way to Los Angeles for the opening of the Olympics in June.

June 21, 1984...

BART Board of Directors approved a public hearing to receive public comment on proposed administration changes in the "Bay Region Discount Card" program.

July 2, 1984...

BART began part-time jobs as part of a "Summer Youth Program" involving the transit district, Bay Area Urban League, Alameda County Training and Education Board (ACTEB) and the City of Richmond.

August 10, 1984...

BART received a "letter of no prejudice" from the Washington, D.C. offices of the Urban Mass Transportation Administration (UMTA), which permits BART to incur costs to match up to \$56 million dollars on its Daly City Turnback and Serramonte Yard projects without prejudice to future federal aid.

September 6, 1984...

BART and AC Transit signed an agreement aboard one of the 50 new Gillig buses recently acquired for service in the BART Express Bus fleet.

September 11, 1984..HAPPY TWELFTH BIRTHDAY BART!

September 16, 1984..BART celebrated 10-years of service through the Transbay Tube. Almost 200 million people have traveled about 1 billion passenger miles beneath the bay between East Bay communities and San Francisco.

November 2, 1984...

BART announced that a federal grant totaling nearly \$11 million has been received from the U.S. Urban Mass Transportation Administration (UMTA). This project is a vital part of BART's five year, \$525 million Capital Improvement Program which when completed will ultimately expand BART's ridership capacity by 80 percent.

December 8, 1984...

BART begins to install test materials as part of a platform edge detection system, which is being developed as added protection for BART patrons.

December 11, 1984...

BART has selected DeLu-Foster-Francis, a consortium of engineering, managerial, construction management and community relations firms of San Francisco and Oakland, to serve as the construction management group for the District's \$150 million Daly City Turnback and Storage Yard Project.

January 3, 1985...

The final weld in 9.5 miles of track--the first module in the Daly City Turnback project--is made.

February 11, 1985...

BART holds a groundbreaking ceremony at the Daly City Station to mark the start of construction on the transit system's \$150 million Daly City Turnback project.

February 15, 1985...

BART General Manager announced that four prototypes of BART's new transit vehicle, known as the C-Car, will be delivered on or about June 30, 1985, at which time they will be subjected to an extensive six-month testing program.

June 3, 1985...

BART announced that the Secretary of the Navy in Washington, D.C., has just approved lease negotiations to be finalized between BART and the Navy for the lease of seven acres of land in North Concord, for a proposed Park and Ride lot.

July 1, 1985...

A new "Fast Pass" for BART Express Bus riders which can be used in place of paying cash fare. Available from BART's Passenger Service Office or AC Transit customer service center.

July 3, 1985...

BART and its two major unions, Amalgamated Transit Union Division 1555 and United Public Employees (UPE) Local 790, announced that the tentative agreement reached June 30, has now been fully ratified.

July 11, 1985...

The first of 36 Bay Area Teleguides terminals will be placed in service during a "kick-off" ceremony. Terminals are located at the train platform level of BART stations.

July 12, 1985...

BART announced that BART's new C-Cars will be assembled at the former Soule Steel fabrication plant located at 3377 Western Avenue, Union City, CA.

August 8, 1985...

BART announced that beginning on September 9, 1985, a six-month test program which adds one hour of service on the existing Richmond/Daly City and the Fremont/Daly City lines will start.

August 20, 1985...

Groundbreaking ceremony to mark the beginning of construction of BART's Hillcrest Satellite Park/Ride lot, located

at Hillcrest Avenue and Sunset, just off Highway 4 in Antioch.

September 11, 1985..HAPPY THIRTEENTH BIRTHDAY BART! BART now operates 43 trains on 71 miles of track to 34 stations, and carries about 215,000 riders daily. BART statisticians estimate that sometime this past July, the 500 millionth passenger went through BART's fare gates.

September 26, 1985..The BART Board of Directors adopted a new fare schedule, which will raise the transit system's fares by an overall average of about 30 percent, effective January 1, 1986.

October 31, 1985...

BART Board of Directors approved the sale of \$145 million in sales tax revenue bonds to refund the District's 1982 revenue bonds and generate additional funds for vital capital projects.

January 1, 1986...

BART's new fare increase goes into effect at 6 a.m. Part of the money generated by the fare increase will help fund additional improvements to system access and other improvements.

January 15, 1986...

The system records a 3 percent rise in patronage with major gains recorded for off-peak ridership.

January 29, 1986...

BART honors pioneer Marvin Lewis, a man instrumental in forming the original Bay Area Transit Commission in the late 40's.

January 30, 1986...

BART Directors and representatives of the U.S. Navy held a lease signing ceremony for property on the U.S. Naval Weapons Station. The property will eventually be the site of the future North Concord/Martinez BART Station and will now be developed as a 538-space park/ride facility.

February 3, 1986...

Work commenced in the BART tunnel between Lafayette and Walnut Creek BART stations for the installation of a wet standpipe system, which is a water line with fire hose connections for fire-fighting purposes.

March 17, 1986...

The first new main line track to be added to the BART system since the system was originally built will become operational. The new line will be known as the KE Line and will improve BART's reliability during the morning and afternoon commute periods.

March 25, 1986...

Urban Mass Transportation Administration (UMTA) signed a full funding agreement for the Daly City Turnback project.

BART's car cleaning project, which began in 1985, has been completed. The entire BART fleet of 440 cars has gone through the process and is now in service.

April 25, 1986...

BART Board of Directors awarded three contracts totaling nearly \$5.5 million for the refurbishing of the 143 escalators at the 34 BART stations.

May 8, 1986...

BART's new transit vehicle, the C-Car, went on display at the 12th Street/City Center BART Station. The display of new cars will take place on the KE Track, which is located on the second level of the station.

June 9, 1986...

At the Orinda BART Station the new parking control has been installed, which requires the use of a daily parking token for cars parked in the station's parking lot. The parking control has been installed in an effort to deter casual car poolers from parking in the station lot.

July 23, 1986...

A new 513-space BART park/ride facility on Bailey Road at Highway 4 in Pittsburg opened. A new weekday Express Bus service offering six departures to and from the lot at the Concord BART Station during the morning and afternoon

commute period.

July 30, 1986...

Firehardening program on all transit vehicles completed, making BART cars the most fire-safe vehicle in the country.

August 12, 1986...

The last girder of Daly City Turnback goes into place. The turnback will enable trains to run at closer headways. The project, consisting of 23 separate construction contracts, will be completed in 1988.

September 11, 1986..HAPPY FOURTEENTH BIRTHDAY BART! Since 1972, BART has carried over 570 million passengers and traveled more than 7.5 billion miles without one passenger fatality. The Capacity Expansion Program, comprised of eight major projects--will increase capacity by 85 percent.

September 16, 1986..BART sells \$65 million in bonds to be used to pay for 60 of the District's new C-Cars designed by BART engineers.

November 3, 1986...

BART adds two extra trains to the morning and afternoon peak commute service, bringing the number of trains in service to forty-five. One train operates on the San Francisco/Fremont line and the other on the San Francisco/Concord line. Trains on the Richmond/Daly City line will be longer as part of increasing the capacity of the BART commute service.

November 20, 1986...

BART Directors agreed to join with the two bay area cities in alternative electrical energy studies, which could result in the reduction of BART's electrical power costs.

December 5, 1986...

A \$1,550,000 contract was awarded by the BART Directors for the construction of a platform edge warning system in all BART stations. The materials to be used are bright yellow rubber tactile tiles.

December 18, 1986...

Approval of a 64-seat configuration for the C-Car, rather than the original design which called for 68 seats was given by the BART Board of Directors. The change was made in order to provide more space for wheelchair bound patrons.

January 22, 1987...

BART and AC Transit introduced the new AC/BART PLUS Ticket. These tickets are in eight denominations ranging between \$20 and \$53 and are good for semi-monthly periods (first through the 15th, and the 16th through the end of the month). Discounts will vary from 6.25 percent to 18 percent on the use of BART and an even substantial discount on the AC fare.

March 2, 1987...

BART offered a week of "free" rides on BART Express buses to encourage the use of the park and ride lots in eastern and northern Contra Costa County.

March 27, 1987...

BART Directors authorized expansion of station parking lots at Lafayette and Orinda. Cost for construction of 232 new spaces at Orinda and 313 at Lafayette Station is expected to be between \$1 million and \$1.5 million. Nearly \$375,000 of this cost is expected to come from federal station and local funds. BART to seek a \$1.2 million grant from CALTRANS to fund the construction of a 1,200 space parking expansion project at Pleasant Hill Station.

April 20, 1987...

Parking controls at the Lafayette BART Station go into effect in order to discourage casual carpoolers use of the station parking lot. The new parking control consists of placing a free parking token into a slot box located inside the station paid area. The token is put into a slot, the number of which corresponds to a parking space number in the station parking lot.

April 21, 1987...

BART plays host to the first symposium to investigate the feasibility of raising private sector capital through public and private joint venture to supplement the funds public transit agencies would normally expect to receive from federal, state and local sources.

May 24, 1987...

BART provides very early morning train service to the Embarcadero BART Station for the 50th Anniversary of the Golden Gate Bridge from three stations - Rockridge, MacArthur, and West Oakland - in the east bay. Ten car trains arrived every 15 minutes, beginning at 3:06 a.m. and continued until 7:56 a.m. Trains started arriving every 20 minutes beginning at 9 a.m. when regular Sunday service began. Patronage for this Sunday was recorded at 116,082, which meant that approximately 66,000 extra trips were taken on BART by those going to the Golden Gate Bridge celebration.

June 23, 1987...

BART realized a savings of more than \$50 million on its contract to purchase 150 new cars. This savings, as well as certain cost under-runs brought the cost of the total C-Car contract down to \$228 million.

June 25, 1987...

BART adopted a \$172 million operating budget for the fiscal year of 1987/88, which represents about a \$2.6 million reduction in operating costs from the year previous. The newly adopted budget did, however, show a deficit totaling \$4.4 million. The district expects to recover about 50% of this budget from operating revenues.

June 26, 1987...

BART received an \$8 million grant from the Urban Mass Transportation Administration for the planned new Wayside Train Control System.

July 4, 1987...

BART began an experimental three-month program called "Family Fare". Under this plan a family of three, one adult and two children between the ages of five and seventeen, would ride as a group for only one full BART fare. "The Family" was required to enter at the same station and exit as a group, from the same station.

July 15, 1987...

BART carried a record number of patrons to the Oakland Coliseum for the All Star baseball game and celebration.

August 2, 1987...

The installation of the first of the new nine panel public transit information centers was completed at the 12th Street/City Center BART Station. Plans call for the installation of the transit information centers at 24 more locations, which are focal points of interface between various public transit operation.

August 3, 1987...

New ticket booths opened in three San Francisco BART Stations...

Embarcadero, Montgomery and Civic Center, where the AC/BART Plus and high value discount tickets will be sold.

This is to make buying these discount tickets more convenient. A fourth ticket booth will open up at the 12th Street/City Center BART Station on August 12, 1987.

August 20, 1987...

Food vendors begin operating at selected BART stations under a new vendor permit program.

September 1, 1987..BART's new "super bonus" tickets, which offers \$35 worth of BART rides for \$30, went on sale.

The new tickets will remain on sale until December 31, 1987. The "More BART For Your Buck" campaign went underway with support from newspapers and radio ads, plus news releases. Tickets are available only at the "Ticket-To-Go" outlets or at the ticket booths located at the Civic Center, Montgomery Street, Embarcadero and the Oakland 12th Street/Civic Center BART Stations.

September 11, 1987.HAPPY 15th BIRTHDAY BART! Ceremonies were held at the Lake Merritt Administration Building in downtown Oakland, where winners in two separate BART anniversary contests were awarded prizes. Winner of the BART employees anniversary theme contest was Barbara Bell, a transit vehicle mechanic at the Hayward Shops, whose theme "A 15 Year Salute - To The #1 Commute", took first prize. Ray Shilling of Castro Valley was the winner of the BART passenger trip to Acapulco contest. Over 616 million passengers have been carried by BART during its first 15 years of service and these passengers have traveled more than 8 billion passenger miles, without a train accident-related passenger fatality.

**September 17 & 18,
1987...**

BART service was geared up to carry the expected large number of people expected to come to San Francisco for the first visit of Pope John Paul. The crowds were not as large as expected. The event did generate approximately 10%

additional passengers over the normal patronage. Recorded trips on BART for Thursday, September 17, 1987 was 216,092.

September 24, 1987.The BART Board of Directors today authorized negotiations with San Mateo County and the San Mateo Transit Authority for the construction of a station in the vicinity of Colma, 1/2 miles south of Daly City.

October 22, 1987...

The BART Board of Directors awarded C. Overaa & Co. of Richmond, a \$3.7 million contract to build the maintenance shops at the Daly City Yard. This will provide a service, inspection, and pre-maintenance preparation facility for the maintenance of transit vehicles, which will eventually be operated out of the Daly City Yard.

October 29, 1987...

BART and the Regional Transit Association officially dedicated the regional public information display panels and the new cashier/ticket booths now installed at various BART stations throughout the system. The ticket booth project is funded by the Metropolitan Transportation Commission Multi-Operator Pass Project.

November 17, 1987..The first production version of BART's new C-Cars was delivered to the test track at BART's Hayward maintenance yard.

December 10, 1987..BART President John Glenn dedicated the first of BART's new C-Cars in a special ribbon cutting ceremony held at the 12th Street City Center BART Station.

December 18, 1987..BART Board of Directors approved a contract for designing and constructing a parking structure, which will add 1,200 parking spaces at the Pleasant Hill Station.

February 22, 1988..BART and the County Connection, Contra Costa County's transit service, will begin a six-month demonstration project designed to determine if free transfers or added service can increase ridership on two of the County Connection bus routes serving BART.

March 10, 1988...

The BART Board of Directors was presented a "Meritorious Honor Award" from the American Institute in Taiwan, an agency established as part of the United States Government's "Taiwan Relations Act" of 1979. The award is inscribed with the words, "For its contributions to the Export of American Transit Technology".

March 28, 1988...

First revenue run of BART's C-Car from Fremont Station to San Francisco/Daly City, making stops at each station on the route.

April 8, 1988...

BART Director Barclay Simpson joined with the other local officials in celebrating the reconstruction of the Lafayette BART Station parking. This added 313 parking spaces will bring the number of parking spaces to 1,446.

July 11, 1988...

BART General Manager Keith Bernard announced that Governor George Deukmejian has appointed a fact find board to review the issues in the dispute between BART and two union representing about 1,700 employees.

July 18, 1988...

After receiving the report from the fact find panel, Governor Deukmejian called a 60-day cooling off period to permit negotiations to continue without a disruption to service.

August 23, 1988...

The parcel of land, south of I-580 near the corner of Airway Blvd. and Kittyhawk Rd., was acquired by BART from Dunn Properties Corporation at a price of \$5.15 million and is a possible site of a BART station serving western Livermore.

September 11, 1988.HAPPY SIXTEENTH BIRTHDAY BART!

September 22, 1988.BART Board of Directors approved and ratified a three-year collective bargaining agreement between the District and the Amalgamated Transit Workers Union (ATU), Division 1555, and authorized BART's General Manager Keith Bernard to execute the contract.

September 29, 1988.The BART Board of Directors approved and ratified a three year collective bargaining agreement between the District and the United Public Employees (UPE), Division 790, and authorized BART's General Manager Keith Bernard to execute the contract.

October 7, 1988...

The California Transportation Commission (CTC) gave a firm commitment to fund bay area fixed guideway systems, which will insure that BART will be eligible for a grant totaling \$79.9 million with which to fund a portion of the planned rail extension to West Pittsburg from Concord, with a station at North Concord/Martinez; to Warm Springs from Fremont with a station at Irvington; the Dublin/Pleasanton area with a stop at Castro Valley from Bayfair Station, and the extension to San Francisco International Airport from Daly City with stops at Colma, San Bruno, and San Francisco.

October 18, 1988...

BART set a new ridership record, when 240,373 trips were made on BART. Of these trips, 33,362 were made to and from the Oakland Coliseum another record was set when 34 percent of the paid attendance rode BART to the playoff games.

November 4, 1988...

BART Board of Directors authorized General Manager to negotiate a contract for General Engineering and construction management of its planned extensions with Bay Area Transit Consultants (BATC) a joint venture of Bechtel Civil, Inc., Parsons, Brinckerhoff, Quade and Douglas; Don Todd Associates; and John Warren and Assoc. The extensions include 7.8 miles from BART's Concord Station to North Concord and West Pittsburg in Contra Costa County; 12.8 miles from BART Bayfair to Castro Valley/Dublin and 5.4 miles from Fremont to Irvington and Warm Springs in southern Alameda county; and 7.1 miles from Daly City to the vicinity of the San Francisco Airport.

November 26, 1988..BART will now take you to Marine World Africa USA. Just ride Vallejo Transit's "BARTLink" from the El Cerrito Del Norte BART Station for direct service to Marine World Africa USA.

November 27, 1988..BART will offer special service during limited hours every Sunday until Christmas.

December 1, 1988...

BART President Arlo Hale Smith to head up the BART board's special committee to recruit a new general manager. A new general manager would replace BART's current general manager, Keith Bernard, who resigned last month, effective sometime in early 1989.

December 9, 1988...

First train in revenue service was stored on the trackway of the new Daly City Turnback. Building BART's \$146.7 million Daly City Turnback and Yard, the largest construction project undertaken since completion of the original system, is a critical element of BART's capacity expansion program.

December 19, 1988..BART and the San Francisco Centre officially dedicate the opening of the new Powell Street Station entrance into the San Francisco City Shopping Mall featuring Nordstrom.

December 23, 1988..BART will host its Tenth Annual Safe Holidays program at (13) stations in an effort to promote riding BART and other public transit as a safe alternative to driving the bay area's crowded highways on those two evenings.

December 30, 1988..BART to run until 2 a.m. on New Years Eve.

January 11, 1989..BART conducted a special press tour and briefing on the new Integrated Control System (ICS). The tour was designed to show how the new control system will provide the added capacity to support the running of 74 trains rather than the 55-train limit of the present Central Train Control Computer System.

January 15, 1989..BART's Express Bus service will be provided by Laidlaw Transit, a private transit company headquartered in Southern California. The new contract signifies the first time BART has contracted with a private company to provide its Express Bus service. BART's Board of Directors last June awarded the contract to Laidlaw Transit after the company under-bid a number of other private bus operators as well as AC Transit, which has held the Express Bus contract since 1974. The 11 BART Express Bus routes provide feeder service from outlying regions of Alameda and Contra Costa counties to BART's El Cerrito Del Norte, Concord, Walnut Creek, Bayfair and Hayward stations. Laidlaw Transit will provide the service using new Gillig buses that can accommodate up to 42 passengers,

including two locations for wheelchairs. All buses used on the BART Express Bus routes will be wheelchair lift-equipped and feature programmable electronic destination signs, fare boxes that accept \$1 bills as well as coins, digital fare displays, tinted glass and an air ride suspension system. The buses are six inches wider than current Gillig models on the road, with the extra space apparent in the aisle.

January 31, 1989..BART Controller/Treasurer, William F. Goetz announced that is planning to retire, effective March 31.

February 9, 1989..The BART Board of Directors voted to retain the executive search firm of Korn/Ferry, with offices in San Francisco and other metropolitan areas, to assist in the selection of a new BART general manager. Thirty-six executive recruitment firms submitted proposals.

February 28, 1989.BART and the Regional Transit Association (RTA), in partnership with KPIX gave away 25 "Super Passes" to transit riders to urged commuters to use public transportation. Winners will be able to "Beat the Back-Up" by using their Super Pass on any of the RTA transit systems, which include, BART, AC Transit, San Francisco Muni, SamTrans, Golden Gate Transit, County Connection and Santa Clara County Transit. The Super Pass will be honored for one year. BART station agents gave away 10,000 free "stress cards" beginning with the morning commute at BART's 12th Street and 19th Street stations in downtown Oakland, and at the Embarcadero, Montgomery, Powell and Civic Center stations in San Francisco.

March 14, 1989...

A group of about 40 students from the Living Skills Center for the Blind, and the Orientation Center for the Blind met at the 19th Street BART station for an orientation tour of BART. An "out-of-service" three-car BART train will be used for the training session, which will take place on Platform #3 (KE track), located on the second level of 19th Street Station.

April 5, 1989...

BART's Board of Directors announced a major step forward in the system's extension program with approval to executive an agreement for general engineering and construction management with Bay Area Transit Consultants (BATC) a joint venture. The BATC consortium consists of Bechtel Civil, Inc. of San Francisco, and J. Warren and Associates of Oakland. The total estimated cost for the GEC services on preliminary engineering and associated activities is \$17.839 million.

April 19, 1989...

BART retained comedian Henny Youngman to service as celebrity spokesman in print and broadcast media ads urging people to "Take Your BART, Please!"

April 27, 1989...

BART Board of Directors held a public hearing to receive public comment on a proposed increase in the value of high-value BART ticket. BART plans to increase the amount of high-value ticket from the current \$30 for \$32 worth of rides to \$40 for \$42 worth of rides.

May 5, 1989...

The public was invited to come and join in the festivities of lively ethnic music, song, dance and military band music at the plaza above BART's Lake Merritt station in Oakland to celebrate Cinco de Mayo.

May 6, 1989...

BART Police offered their "Ident-A-Kid" fingerprinting program to children at Fremont BART Station. The service will also be offered on May 20 at Concord Station; June 3 at El Cerrito Plaza Station; and June 10 at 16th Street Station from 10 a.m. to 4 p.m. free of charge. East Bay Bicycle Coalition conducted a free bicycle safety inspections at Rockridge BART Station from 10 a.m. to 5 p.m. in conjunction with their Bicycle Safety Inspection Day.

May 10, 1989...

BART Director Mike Bernick of San Francisco called for the formation meeting of the North Bay BART Advisory Committee for an extension of the BART rail system into Marin County. Nearly 30 years ago when the BART district was being formed, Marin County was one of five member counties. Marin County withdrew from the district after an engineering study concluded that a second deck on the Golden Gate Bridge for BART trains was not feasible.

May 19, 1989...

BART announced that it is sponsoring a major "work place" survey to be conducted at select employment centers in

downtown San Francisco in early June. This information will help in planning future service levels, and in short- and long-term marketing decisions, noting that the growing commute problem has consistently been the number one concern of Bay Area residents for a number of years.

May 21, 1989...

BART provided special early morning train service from 12 BART stations for runners going to the Bay to Breakers race in San Francisco. About 25,820 trips were made by "Bay to Breakers" runners and rooters. These trips represented an increase of about 3 percent over total trips generated in 1988 for the same event. A group of BART employees participated in the race as the "BART Centipede".

May 22, 1989...

Magic 61 AM Radio broadcasted live from BART's Walnut Creek Station from 6 a.m. to 9 a.m.. Magic 61's morning man, Carter B. Smith greeted passengers from his mobile studio.

May 23, 1989...

BART Board of Directors designated Frank J. Wilson of Medford, New Jersey, to be BART's new general manager. Wilson succeeded BART's former general manager, Keith Bernard, who resigned this past year, departing on April 30, 1989.

June 1, 1989...

BART Board of Directors Vice-President Nello Bianco of Contra Costa County announced that BART, in cooperation with local governments, school districts and various local agencies, will provide summer employment worksites for teenager from its tri-county service area again this year. This is BART's sixth year that the program has been offered to offset the high unemployment rate among disadvantaged youth in the BART service area.

June 12, 1989...

The world's smallest folding bicycle was demonstrated at various BART stations in an effort to deal with the parking and traffic hassles. Bicycling to your nearest BART station may be the answer to your commute problems. With a Dahon folding bicycle, you can take your bike on BART with no time or permit restrictions. Thirty-four Dahon folding bicycles were given away, one name was drawn from each station.

June 15, 1989...

BART Board of Directors held a public hearing on the transit District's Preliminary 1989/90 Budget.

June 19, 1989...

The first of three public meetings was held for the Dublin/Pleasanton BART rail extension. The proposed project includes new station sites in Castro Valley and West Dublin/Pleasanton. The on-going studies will also evaluate an East Dublin/Pleasanton Station. Eventually, the BART line is expected to go to Livermore.

June 22, 1989...

Magic 61 AM Radio broadcasted live from BART's San Leandro Station from 6 a.m. to 9 a.m.. Magic 61's morning man, Carter B. Smith greeted passengers from his mobile studio.

June 24, 1989...

BART began providing daily Express Bus service between the Hayward BART Station and the Alameda county Fair in Pleasanton. The "Fairgrounds Special" shuttle was in service every day of the fair from 9:30 a.m. to 10 p.m.

June 26, 1989...

First day on the job for BART's new General Manager, Frank J. Wilson.

June 26, 1989...

BART Express buses began operating a new non-stop bus service from the Hacienda Park & Ride to the BART Bayfair Station during commute hours. The new route is called the "UX", with the "X" standing for "express" service.

June 26, 1989...

Vallejo Transit's "BARTLink" from the El Cerrito Del Norte BART Station to Marine World Africa USA extended its service to include weekdays to its already scheduled Saturday service. After arriving by BART at El Cerrito Del Norte Station, those going on to Marine World board a Vallejo Transit "80" bus, the "BARTLink", and pay the driver three dollars for a round-trip on the bus.

June 27, 1989...

Chief Transportation Officer, William B. Fleisher and his staff introduced to BART's Engineering and Operations Committee a new concept in providing passenger information video, "Train Information Monitors". The monitors will be located at the concourse and platform level of the stations, and will inform passengers of the location of trains in and around their station. The monitors will display a colored "blip" for each train that will move through a given part of the current system. The train "blips" are color coded to correspond with color designated for each line on the system maps displayed in each station, and in BART brochures. Total estimated cost of the train information monitors if expanded to all 34 stations is one million dollars. The cost per station is approximately \$30,000.00.

June 29, 1989...

BART Board of Directors approved the operating budget for the coming fiscal year, 1989/90, which begins on July 1. The new budget, totaling \$179,684,142, is about 3 percent higher than the revised budget for the last fiscal year, which totaled \$174,579,479.

June 29, 1989...

Alvan Teragawachi was named the new Controller-Treasurer for BART. A committee was established to interview and to recommend the person to be appointed for BART's new Controller-Treasurer. This committee consisted of three BART Directors, Margaret K. Pryor, Oakland; Mike Bernick, San Francisco; and Nello Bianco, Vice-President of the BART Board, El Sobrante.

July 1, 1989...

BART's "Family Plan" fare program available for the third year in a row, through the last weekend in September.

August 30, 1989...

BART Director, Mike Bernick, who chairs the special Marin Liaison Committee, held a press briefing in the BART Board Room at BART Headquarters on the feasibility for extending a BART type rail system to Novato in Marin County.

August 1989...

BART saw an all time record high for average weekday patronage, as well as total boarding the month of August, 1989. The average weekday patronage on BART during August reached 219,246. This surpasses the previous record set during April, 1985 by 2,961, when the average weekday ridership was 216,285.

September 1, 1989...

For the ninth year in a row, BART Board of Directors has lowered the BART property tax rate for the fiscal year, which began on July 1, 1989.

September 11, 1989...

HAPPY BIRTHDAY BART! BART marked its 17th year of revenue service. Total trips on BART for the FY1988/89 reached 60,457,004, which is about one million trips above what was anticipated for the fiscal year.

September 15, 1989...

BART reached a milestone in the Dublin/Pleasanton Extension project with the release of the Draft Environmental Impact Report (DEIR). Plans call for the extension to run from the Bayfair BART Station in San Leandro to West Dublin/Pleasanton with two stations, one in Castro Valley, and one to serve Dublin/Pleasanton.

September 16, 1989...

BART's Transbay Tube, one of this century's engineering marvels, celebrated 15 years in service. To celebrate the 15 years of Transbay tube service, BART sold special commemorative tickets with two dollars worth of rides, which was the selling price.

September 19, 1989...

Joshihiro Kyotani, President of Japan's Technova Inc. visited BART's Administration building in Oakland. Kyotani helped develop Maglev, the tubular magnetic "railway" system, which utilizes the principle of the mutual attraction and repulsion of magnets to propel, levitate and align the "railway" vehicle. As the vehicle is propelled forward it passes over coils for levitation laid on the ground. These coils, as they receive current from a substation, become electromagnets and react with electromagnets on the vehicle to keep it suspended above the coils.

September 20, 1989...

BART General Manager, Frank Wilson, unveiled his plan for restructuring the transit's system's organization.

September 25, 1989...

BART Director Erlene DeMarcus announced today that over 27,000 residents of Pleasanton, Livermore and Dublin will have the opportunity to ride BART Express buses free between the Hacienda Park & Ride and BART trains during the month of October. The promotion was to introduce local residents to the Hacienda Park & Ride lot at the corner of Chabot Drive and Owens Drive in Pleasanton, was well as to offer potential riders a no-cost way to try the new "UX" non-stop bus service between the Park & Ride and BART's Bayfair Station.

September 30, 1989...

BART auctioned off items, which were left on BART trains, in BART stations and parking lots. Only items that have been unclaimed for at least 90 days are auctioned.

October 3, 1989...

A new record for BART daily ridership was set today when 247,712 trips were made on BART. More than 30 percent of the paid attendance set at 49,400 at the first of the 1989 World Series Playoff games, or 14,957 baseball fans rode BART to the Oakland Coliseum.

October 5, 1989...

BART Director John Glenn announced that BART will conduct a public meeting on the Warm Springs BART Extension. Here, public comments will be solicited about the scope of the environmental issues to be studied.

October 5, 1989...

Reconstruction began on a parking lot project at the Walnut Creek Station that will create 255 additional parking spaces. When the work is completed, the Walnut Creek Station will have 1,518 parking spaces.

October 14, 1989...

"Batter Up" rang through out the Oakland Coliseum Stadium to signal the start of the 1989 World Series when the "1989 Trans-Bay World Series" got underway between the Oakland A's and the San Francisco Giants. BART's maintenance crew hung World Series Banners at the Montgomery Street BART Station. These banners were designed and developed by BART's Documentation Dept.

October 16, 1989...

BART General Manager, Frank Wilson announced that three new top managers have joined BART's reorganization to fill three newly created positions. Deputy General Manager, filled by John Haley, Jr., at a salary of \$92,000 annually plus relocation expenses. Assistant General Manager of Operation filled by James T. Gallagher, at a salary of \$90,000 annually plus relocation expense. Executive Manager of District Relations and Public Services, filled by Brigid Hynes-Cherin, at an annual salary of \$86,000. Also Ralph Weule, who was Department Manager of Safety, has assumed the post of Executive Manager of Safety and Investigations at an annual salary of \$80,000.

October 17, 1989...**7.1 EARTHQUAKE ROCKS THE SAN FRANCISCO BAY AREA!**

At a little after 5:04, an earthquake centered near Santa Cruz struck the Bay Area and inflicted death and destruction over a wide area. BART's facilities came through the temblor practically unscathed, but the earthquake collapsed a portion of the Cypress freeway in Oakland and knocked down a portion of the upper roadway on the Bay Bridge. In San Francisco portions of other freeways and ramps were closed until their structural integrity could be investigated. The earthquake, which measured 7.1 on the Richter scale, the sharpest jolt to hit the Bay Area since 1906, in just a few devastating seconds placed squarely on BART's shoulders the prime responsibility for moving commuters back and forth across the Bay.

In an effort to provide increased round the clock public transportation during the closure of the Bay Bridge, BART operated limited trains service between midnight and 6 a.m. and supplement existing train service. BART also continued to work with local cities to lift parking restrictions on city streets adjacent to BART stations. BART worked with local communities and businesses to secure additional parking at satellite lots. If the lots were not within walking distance of a BART station they will be served by connecting bus service to the nearest BART station.

Thousands of commuters switched to BART to get to and from work breaking records for weekday patronage. BART had placed 60 additional cars in service and scheduled trains at more frequent intervals throughout the day. To ease congestion at BART ticket vending machines, BART personnel sold \$5 and \$10 tickets from 6 a.m. to 9 a.m., Monday through Friday at the Fremont, Bayfair, San Leandro, MacArthur, Concord, Rockridge, El Cerrito Del Norte, Richmond, Daly City BART Stations, and at Embarcadero, Montgomery and Powell Street Stations between 3 p.m. and 6 p.m..

November 15, 1989...

BART's Transbay Tube reached a record high of **228,480**.

November 16, 1989...

BART's patronage reached a new record high of **357,135**.

November 17, 1989...

Bay Bridge re-opened for the first time after the October 17 earthquake.

November 30, 1989...

BART patronage is averaging close to **260,000** a day, on weekdays, since the opening of the Bay Bridge.

December 3, 1989...

BART's around the clock "owl" service was discontinued as of regular Sunday service at 9 a.m..

December 4, 1989...

BART instituted the "Early Bird" service to provide half-hour service on two BART lines every weekday from 4 a.m. until the start of the morning commute. In addition, the District provided full four-route evening commute service until 7 p.m. instead of 8 p.m. , which was instituted as part of the special post-quake service.

December 4, 1989...

New Mission Police Koban opens with HUGH community celebration. Supervisor Jim Gonzalez today unveiled the final plans for the official opening of the Mission Police Koban (mini-police station) to be held on Friday, December 15, at 12 noon at BART's 16th & Mission Plaza in San Francisco. The \$35,000 price tag for the custom-designed Koban has been totally funded by a grassroots campaign comprised of over 800 individuals, Latino families, merchants and corporate donors. The Mission Police Koban also marks the first time the staffing will be shared by the San Francisco Police Dept., BART Police and U.C.S.F. Police Dept., seven days a week, from 12 noon to 8 p.m.

December 7, 1989...

Nello Bianco, veteran BART Director of El Sobrante was elected president of the BART Board of Directors. Erlene DeMarcus of Pleasanton to be Vice-President.

December 7, 1989...

Representatives of the San Mateo County Transit District presented a \$10,000,000 check to BART as the initial payment on the cost of the Colma extension, the first element of the BART extension to the San Francisco Airport.

December 8, 1989...

BART's General Manager, Frank Wilson announced that effective immediately the Transit District will take over the final completion work for the Integrated Control System (ICS) project. Total cost for the project was \$40 million with \$20.2 million going to Logica.

December 9, 1989...

BART's Shopper's Special will again provide direct service between Richmond-Daly City and Fremont-Daly City on Sundays through December 17 and on December 24. Eight additional trains on these Sundays provide direct service into San Francisco in the morning and back to the East Bay in the afternoon.

December 10, 1989..BART began Sunday train service at 8 a.m., instead of 9 a.m., on two of its lines. This new service will continue at least through March 26.

December 11, 1989..BART President Nello Bianco announced the chairpersons and membership of the standing committees of the Board of Directors. Director Joe Fitzpatrick, Lafayette, will chair the Administration Committee, with Directors Arlo Hale Smith, San Francisco, as Vice-Chairperson and Margaret K. Pryor, Oakland, as a member. Director Smith will serve as Chairperson of the Engineering and Operations Committee, with Directors Michael Bernick, San Francisco, as Vice-Chairperson and Sue Hone, Berkeley as a member. Director Pryor has been named Chairperson of the Public Affairs, Access and Legislation Committee, with Directors Wilfred T. Ussery, San Francisco, will serve as Vice-Chairperson and John Glenn, Fremont, as a member.

December 12, 1989...

President Bianco will chair the formation of the Santa Clara County Liaison Group and will be assisted by Directors

Margaret K. Pryor, Oakland; Michael Bernick, San Francisco; and Arlo Hale Smith, San Francisco; with Vice-President Erlene DeMarcus, Pleasanton, serving as alternate. It is Bianco's intention to combine the activities of the former Fremont to San Jose Corridor Study Liaison with those of the Santa Clara County Liaison Group.

December 16, 1989...

BART conducted a major test of the newly completed Daly City Turnback, which is part of an overall program to increase passenger capacity on the BART system, making it possible to operate more trains during peak weekday service. BART expects to increase the level of peak commute service early next year.

December 19, 1989...

BART Board of Directors today authorized the general manager to implement a comprehensive drug program, which not only complies with new federal guidelines but also offers a balanced approach, which emphasizes the Transit District's commitment to the safety of both the public and to its employees. It offers incentives for employees with substance abuse problems to voluntarily seek help through a comprehensive Employee Assistance Program, including treatment, provides a comprehensive education and training program for supervisors in the identification and detection of abuse; and provides education for all employees for drug/alcohol abuse.

December 20, 1989...

BART's Lost and Found office will be open on Wednesday and Fridays only, from 12 noon to 6 p.m. This change in hours is necessary because of the large number of items being lost on BART trains, in BART stations and parking lots.

December 22, 1989...

BART held its 11th annual Christmas Safe Holidays program. Volunteers from local community groups served free coffee, cookies and doughnuts at selected BART stations in an effort to promote riding BART as a safe alternative to driving. Local television and radio stations provide public service announcements in support of the program.

December 29, 1989...

BART held its 11th annual New Years Eve Safe Holidays program.

December 31, 1989...

BART extended service until 2 a.m., New Year's day morning. Normal closing is at 12 midnight.

January 5, 1990...

Nello Bianco, BART President and BART Director Sue Hone held a groundbreaking ceremony at the El Cerrito BART Station, which will signal the beginning of construction of a new four level parking structure. When completed in the spring of 1991, the new parking facility will provide a total of about 1,300 parking spaces or 900 additional parking spaces at this station. The contract was awarded to C. Overaa Construction of Richmond at a cost of about \$9 million.

January 5, 1990...

BART Board President Nello Bianco announced that he and General Manager Frank Wilson have signed the first two of three international "cross-border lease" agreements with a major Swedish company for the financing of transit cars that will ultimately bring the Transit District approximately \$3 million.

January 5, 1990...

BART Director Erlene DeMarcus announced that BART had reached a major milestone with the completion of the Final Environmental Impact Report (FEIR) on the Dublin/Pleasanton Extension (DPX) and is now available. The report, costing approximately \$600,000 was begun in January, 1989.

January 11, 1990...

BART Board of Directors authorized a demonstration program, which will extend the use of the AC/BART Plus MUNI ticket until June 30, 1990. Under this program the use of the AC/BART Plus MUNI ticket can be used on AC Transit, BART and the San Francisco MUNI, as it was used on an emergency basis following the October earthquake.

January 20, 1990...

BART conducted a six-hour saturation test of the Daly City Turnback by operating 51 trains on all four lines of the BART system. The Daly City Turnback is a key element of BART's overall plan to increase passenger capacity by operating more trains during the peak weekday service.

January 29, 1990...

All BARTPOOL (carpool) parking restrictions shall be enforced through the BART system. The BARTPOOL (carpool)

program offers designated close-in carpool parking spaces for vehicles carrying at least two or BART patrons. In order to park in the reserved carpool parking area, each BARTPOOL participant must have a proper permit and must use BART to reach his/her destination. BARTPOOL designated parking spaces will be at the Concord, Pleasant Hill, Walnut Creek, Lafayette, El Cerrito Del Norte, Daly City, Fremont and Hayward BART Stations. Violators will be issued a citation.

February 8, 1990..The BART Board of Directors today unanimously adopted the Final Environmental Impact Report and a recommended three-station project for the long awaited Dublin/Pleasanton extension. Board Vice-President Erlene DeMarcus, who represents Castro Valley, Dublin and Pleasanton areas said the three station sites are located at: I-580 at Redwood Road in Castro Valley; West Dublin/Pleasanton, west of I-580/680 interchange; and East Dublin/Pleasanton, near the planned I-580/Hacienda Drive interchange. The 12-mile extension project is estimated to cost about \$514 million.

February 12, 1990..BART officials announced that it will be continuing its special "Early Bird" service, which begins at 4 a.m. weekday mornings on two lines, Richmond-Fremont and Concord-Daly City.

February 17, 1990.."BART STOPS WHERE YOU SHOP" is the slogan of the BART promotion to encourage the use of BART for shopping trips. As part of this program, 20,000 designer shopping bags which carry a stylized version of the "ba" BART logo, was given away, one to a customer, while they lasted, at all BART stations.

February 19, 1990..BART General Manager Frank Wilson called a special meeting with officials from the San Mateo County Transit District (SAMTRANS) in an effort to finalize the BART/San Mateo San Francisco Airport Extension agreement. The total amount to come to BART under the principles of agreement signed by both agencies in June 1988 will be \$200 million. (A \$10 million check was presented to BART in December in anticipation of the final agreement, which is in a special escrow account.)

February 20, 1990..BART Board President Nello Bianco testified before the State Senate Transportation Committee in Sacramento that it is imperative the Transit District now begin a process to purchase additional rail cars to serve planned extensions.

March 1, 1990...

BART officials and the San Mateo County Transit District (SamTrans) signed the comprehensive agreement that will signal the start of the project to extend BART from the present Daly City BART Station to the San Francisco International Airport (SFO).

March 21, 1990...

BART's Assistant General Manager of Operations, James Gallagher, conducted a press briefing on BART's vehicle inspection and maintenance procedures and programs at BART's Hayward Shops.

March 25, 1990...

BART conducted a major multi-casualty drill, which involved eleven local agencies, including medical, fire and police services of the Contra Costa County communities served by BART. The scenario of the drill was that a BART train has struck an automobile, which has crashed through a maintenance gate and has stalled on the BART system mainline track. The two forward set of wheels of the BART lead car are derailed and there is extensive damage to the train operators cab.

March 28, 1990...

BART's General Manager, Frank Wilson, conducted a press briefing to cover the elements of the agreement signed on March 27 with the City of Dublin concerning certain traffic improvement plans having to do with the building of a BART station in the City of Dublin as part of BART's Dublin/Pleasanton Extension (DPX).

April 2, 1990...

BART officials announced that BART Police will begin a concentrated program to enforce the law prohibiting eating or drinking on trains or in the paid area of the stations.

Tickets will be issued for violation of the no-eating or drinking policy on BART, which may result in a fine of up to \$250.

April 2, 1990...

BART's table ticket sales was discontinued at eight BART Stations. This ticket sales program was initiated as a post-earthquake activity to relieve what was expected to be very heavy use of the BART ticket vending machines in the

stations.

April 8, 1990...

The San Francisco Giants baseball team took BART for their "work trip" to get them to the Oakland Coliseum for the last of the 1990 pre-season game against the Oakland Athletics. The special Giants three-car BART train departed the Daly City BART Station at 9:30 a.m. to take the team, their families, and members of the Giants organization to the Oakland Coliseum.

April 19, 1990...

BART held a mock trial of the automobile with a judge, jury, prosecution and defense, and a real automobile for "Alternative Transportation Day" as part of the Earth Day week celebration.

April 23, 1990...

The "DX1" BART Express Bus route between the Hacienda Business Park in Pleasanton and the Walnut Creek BART Station via Highway 680, was streamlined and starting earlier on weekdays.

April 28, 1990...

BART held its semi-annual "Lost and Found Auction" on the plaza above the Lake Merritt BART Station. These are items that are found on BART trains, in BART stations and parking lots. BART collected \$6800, which goes into BART's General Fund.

May 1, 1990...

Safeway Stores began selling high-value and discount BART tickets as the newest member of the transit system's "Tickets-To-Go" program. Safeway will start with 111 stores selling BART tickets. BART's "Tickets-To-Go" program started in December 1983.

May 4, 1990...

BART celebrated Cinco de Mayo for the eighth consecutive year with lively ethnic music, song and dance above BART's Lake Merritt station in Oakland.

May 10, 1990...

BART Board of Directors took a major step forward with the Dublin/Pleasanton extension by giving the go-ahead for the first phase of the project's final design. Also approved was the go-ahead for the final systems design for the entire extension program.

May 11, 1990...

BART Director Joe Fitzpatrick announced the building of a new parking structure at the Pleasant Hill Station. When completed it will accommodate 1350 cars. The contract also calls for building an additional 200 spaces adjacent to the structure.

May 14, 1990...

BART Director John Glenn announced the release of the Draft Environmental Impact Report for the Warm Springs extension. The proposed Extension is defined as a 5.4-mile, two-station extension with one station located in the Irvington District and one station located in the Warm Springs District of Fremont.

May 16, 1990...

BART held a public "scoping" session on the Rockridge BART Station Improvement Project. The project will include a new parking structure, which would add 425 new BART parking spaces, 17,900 square feet of retail space, 42,600 square feet of professional office space and 30 housing units.

May 20, 1990...

BART provided special early morning train service from 12 BART stations for runners going to the Bay to Breakers race in San Francisco.

May 24, 1990...

BART General Manager, Frank J. Wilson, announced that he had authorized the start-up of the final design work on the West Dublin BART Station, as final design work proceeds on the Dublin/Pleasanton extension project.

May 25, 1990...

The Rapid Transit Association (RTA) of the San Francisco Bay Area sponsored its Seventy Annual Transit Business

Opportunities Seminar.

May 30, 1990...

A group of 40 students from the California School for the Blind, Living Skills Center for the Blind, and the Orientation Center for the Blind met at the 19th Street Station for an orientation tour of BART.

June 6, 1990...

In order to accommodate those planning to attend the performances of "The Ring" at the San Francisco Opera House in San Francisco, BART will run one extra train. This train will depart the Civic Center BART Station in San Francisco at 12:30 a.m. on each night the opera is performed (June 8-29).

June 23, 1990...

Beginning today and through July 8, BART will provide daily Express Bus service between the Hayward BART Station and the Alameda County Fair in Pleasanton.

June 28, 1990...

BART Board of Directors adopted a \$208.2 million, no deficit, no fare increase, operating budget for the coming fiscal year. The new budget proposes to increase BART train service by about 10 percent, with 51 train, peak hour service to begin something during the first quarter of the new budget year, and 52 train, peak hour service in February, 1991.

June 30, 1990...

Nelson Mandela, Deputy President of the African National Congress attended a rally at the Oakland Coliseum in Oakland. BART increased the normal Saturday capacity of its system by nearly 100 percent.

More than 70.5 million trips were made on the San Francisco Bay Area Rapid Transit (BART) system during the fiscal year, which ended June 30, 1990. This new record of annual ridership represents an increase of 16.7 percent over the previous year, when about 60.5 million trips were made.

July 1, 1990...

BART's special "Family Fare" program began for the fourth year, and will be available each weekend through September.

July 9, 1990...

Work began on the roadway entrances to the Fremont BART Station. The project will involve mobilization and traffic control, asphalt and concrete removal, excavation, grading and compacting subgrade, driveway and bus pad construction, asphalt concrete construction, repairs and rehabilitation work, and other miscellaneous roadwork.

July 13, 1990...

Nello Bianco, BART Board President announced that Sunday service is now being provided on the BART Express Bus Route "J", which serves the El Cerrito Del Norte BART Station.

July 15, 1990...

Lucky stores began selling high-value and discount BART tickets as the newest member of the transit system's "Ticket-To-Go" program.

July 16, 1990...

Work began on the roadway entrances to the Union City BART Station. The project will involve mobilization and traffic control, asphalt and concrete removal, excavation, grading and compacting subgrade, driveway and bus pad construction, asphalt concrete construction, repairs and rehabilitation work, and other miscellaneous roadwork.

July 17, 1990...

BART sold \$179,730,000 in sales tax revenue bonds, the purpose of which was to refund outstanding sales tax revenue bonds that had been issued by BART in 1985. According to A.R. Teragawachi, BART's Controller/Treasurer, the primary purpose of the bond sale was to reduce the amount of interest payable by BART on its outstanding debt.

July 18, 1990...

A groundbreaking ceremony was held at the site of the new West Livermore BART Park & Ride Lot. Erlene DeMarcus, Vice-President of the BART Board of Directors hosted the ceremony, which many local and regional dignitaries attended. The lot will accommodate 153 cars and will use 2.1 acres of the 53.5 acres BART had acquired in this area for future use as a BART station site and other facilities.

July 23, 1990...

A groundbreaking ceremony was held at the Pleasant Hill BART Station. BART Director Joe Fitzpatrick and other Contra Costa County and Bay Area Dignitaries were in attendance. The start of work on the 1,500 space automobile parking structure will increase the number of parking spaces by 1,200, bring the total number of parking spaces available to 3,000.

July 24, 1990...

Blue Ribbon Panel report was presented to BART's Board's Engineering and Operations Committee. The panel was to review and assess the current status of the CCS project, which has been designed to ultimately replace the current control system, installed before the system first opened in 1972.

August 9, 1990...

BART held a public hearing in order to receive public comment on a proposal to implement a parking control system at the Rockridge, Orinda and Lafayette BART Stations based on payment off 25 cents in numbered slot coin boxes in the paid area of the stations. The parking control would be effective Monday through Friday, except holidays, from 3 a.m. to 11 a.m. The control system is being proposed to cut down on use of station parking by non-patrons who take up spaces BART riders could otherwise use.

August 10, 1990...

A demonstration was held for the news media of how the new high value automatic ticket vending machines will work. BART completed the installation of 182 modified and retrofitted ticket vending machines that will accept \$10 and \$20 bills as well as \$1 and \$5 bills and coins.

August 23, 1990...

BART Board of Directors lowered the BART property tax rate for the tenth year in a row for the fiscal year, which began on July 1. The property tax rate in the three BART counties for the present fiscal year 1990/91 has been set at 2.50 cents (.0250) percent per one hundred dollars of assessed valuation of property. This represents a reduction of .69 cents (.0069 percent) from the 1989/90 fiscal rate of 3.19 cents (.0319 percent) per one hundred dollars in assessed valuation of real properties.

September 4, 1990..BART General Manager Frank J. Wilson announced that BART would now accept delivery of the remaining ten "C" cars which he had ordered stopped last January as a result of a contract dispute with the new car's French manufacturer, Soferval.

September 18, 1990..BART operated three extra trains during the morning and evening commute hours as its contribution to "BEAT THE BACKUP" day.

September 24, 1990..BART "kicked-off" the start of a pilot recycling program at the El Cerrito Del Norte BART Station. The recycling bins will also be located at the El Cerrito Plaza Station.

September 27, 1990..BART Board President Nello Bianco announced the appointment of an ad hoc committee of the Board to initiate discussions with the Port of Oakland Commission on direct rail service to the Oakland International Airport.

October 9, 1990...

More than 25 percent of the paid attendance, set at 40,029, at the third game of the 1990 World Series playoff games, or 10,800 baseball fans rode BART to the Oakland Coliseum. A new record for BART daily ridership was set when 271,512 trips were made on BART.

October 10, 1990...

A public scoping meeting was held in Walnut Creek to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Walnut Creek BART Station.

October 11, 1990...

A public scoping meeting was held in Union City to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Union City BART Station.

October 15, 1990...

A public scoping meeting was held in Oakland to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Fruitvale BART Station.

October 16, 1990...

A public scoping meeting was held in Concord to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Concord BART Stations.

November 2, 1990...

BART's official grand opening ceremony for the Dublin/Pleasanton Extension (DPX) Field Office was held in Pleasanton.

November 14, 1990...

A dedication ceremony was held at the site of the new West Livermore BART Park & Ride lot. This will accommodate 153 cars and will use 2.1 acres of the 53.5 acres BART has acquired for a future BART station site and other facilities.

November 25, 1990...

Beginning today and every Sunday until Christmas, BART will run limited direct service from Richmond to San Francisco and Fremont to San Francisco. Also a special "Express" train direct to San Francisco on the Richmond line and one on the Fremont line in addition to the "Shopper's Special".

November 30, 1990...

The first gift, newspaper, magazine and sundry "City-X-Press" stores opened for business at the Embarcadero Station. Nine City-X-Press stores will be placed in various BART stations by February, 1991. Under the contract, Host International will operate the stores as a concessionaire. In addition to selling newspapers, etc., the stores will be selling the high-value blue BART tickets for \$30, which has \$32 worth of BART rides. Also available will green tickets for senior citizens and the red tickets used by children ages 5-12 and handicapped persons.

December 3, 1990...

BART General Manager, Frank J. Wilson reported that a major earthquake drill held was held this morning by the transit district, and in his view, it was a major success.

December 4, 1990...

Beginning today at the San Leandro BART Station, BART Police conducted the first in series of six "crime prevention" demonstrations. These programs will provide BART Patrons and others with the means to "fight back" and help lower the crime rate on the BART system. Available at the programs will be information about such programs as "B.A.A.T.", BART Against Auto Theft; "P.A.C.", Patrons Against Crime; and, the BART Police Canines.

December 12, 1990...

BART Director Erlene DeMarcus was elected president of the BART Board of Director, and Michael Bernick was elected Vice-President.

December 21, 1990...

BART held its 12th annual Christmas Safe Holiday program at 12 BART stations. Volunteers from local community groups served free coffee, cookies and doughnuts in an effort to promote riding BART as a safe alternative to driving.

December 28, 1990...

BART held its 12th annual New Year's Eve Safe Holiday program at 12 BART stations.

December 31, 1990...

BART extended service until 3 a.m. New Year's Day in order to accommodate late night celebrants.

January 14, 1991...

BART General Manager Frank J. Wilson held a press briefing to announce that the transit district and Sofervall, the French manufacturer of the systems 150 new C-Cars, have signed an agreement that will eliminate a \$128 million claim against BART, and result in BART netting some \$3 million in cash.

January 24, 1991...

BART Board of Directors held a public hearing to solicit public comment on a proposal to set aside parking for casual carpoolers at the Orinda and Lafayette BART Station and charge them not less than \$2.60 per day.

January 26, 1991...

The Office of Crime Prevention of the BART Police Dept. held a "Crime Prevention Day" at the Bayfair BART Station.

February 1, 1991...

BART Chief of Police Harold Taylor announced the appointment of Kevin J. Sharp, Sr. as the new BART Deputy Chief of Police.

February 15, 1991...

BART General Manager Frank J. Wilson held a press briefing to praise the FBI, IRS and BART Police for their thorough investigation, which has resulted in today's announced indictments of two former BART employees.

March 15, 1991...

BART Board President Erlene DeMarcus and BART Director Sue Hone announced the beginning of a recycling program at BART's Berkeley Station in partnership with the City of Berkeley.

March 18, 1991...

BART announced the beginning of the transit system's planned station and facilities rehabilitation program.

March 31, 1991...

BART announced that the transit District's two major Unions, United Public Employees Local 790 and Amalgamated Transit Union, Local 1555 broke off labor negotiations aimed at an early settlement, rejecting a three (3) year wage and benefit package increase totaling \$29 million.

April 1, 1991...

BART hosted a public ceremony to launch the new "BARTPlus" multi-transit ticket. The new BARTPlus commute ticket will offer for the first time, a single ticket good on nine systems -- BART, AC Transit, SamTrans, SF MUNI, Santa Clara County Transit, County Connection, BART Express Buses, Union City Transit, and the Dumbarton Bridge Connection.

April 6, 1991...

BART held a public auction of items found on trains, in stations and parking lots, which BART collected \$7,057.

April 15, 1991...

BART and Caltrans have signed an agreement, whereby, Caltrans will reimburse BART for the cost of projects that have been defined as part of an overall interim program in relieving traffic problems caused by the destruction of the Cypress Structure during the October 1989 earthquake. The program has an estimated cost of \$755,000, and is designed to improve the transit bus access to the Bayfair Station.

May 3, 1991...

BART celebrated Cinco de Mayo at BART headquarters with a host of special guest speakers, entertainment and refreshments.

May 11, 1991...

BART held an auction of over 130 bicycles found on the system.

May 19, 1991...

BART again provided special early morning train service from 12 BART stations for runners going to the Bay to Breakers race in San Francisco.

May 23, 1991...

BART General Manager Frank J. Wilson announced the approval from the California Transportation Commission (CTC) on a breakthrough financing plan that will allow BART to surge ahead with two of its planned extensions. The CTC's action commits \$133 million; \$35 million for North Concord/West Pittsburg extension in Contra Costa County, and \$98 million for the Dublin/Pleasanton extension in Alameda County.

May 30, 1991...

BART conducted an orientation tour for a group of students from the California School for the Blind, the Orientation Center for the Blind, East Bay Skills Center, and the Oakland School District at the 19th Street BART Station. The student, along with their instructors, received familiarization training on the layout of a BART station, fare collection equipment, train operations at stations, revenue train layout and station wayside equipment, from BART's safety, station operations and train operations staff.

June 20, 1991...

BART Board of Directors adopted a \$219.9 million operating budget, which represents an increase of \$11.7 million or about 5.6 percent over the current operating budget. The first contract for the Pittsburg/Antioch Extension was awarded by the BART Board of Directors to P&M Pipeline. The contract is for approximately \$87,000, and calls for construction of a new 8-inch diameter sewer line.

June 28, 1991...

BART and its two major unions continue in round-the-clock negotiations in order to prevent a work stoppage on Sunday, June 30, 1991, at midnight, which would result in major traffic and travel problems throughout the Bay Area.

June 30, 1991...

BART General Manager Frank J. Wilson announced that he has asked the Governor to call for a 60-day cooling off period in order to avoid the threatened strike by union employees.

July 4, 1991...

BART kicked off, for the fifth year, its special "Family Fare" program. Under the program, two children up through the age of 12 years may ride BART free when they are accompanied by a person using a full-fare BART ticket. The plan will be offered on weekends during the months of July, August and September.

July 8, 1991...

BART in cooperation with local governments, school districts, non-profit agencies, union and other various local associates provided summer employment worksites for teenagers from the three counties of the BART District.

July 12, 1991...

BART held a dedication ceremony of the new four-story parking garage at the El Cerrito Del Norte BART Station. The 850-space garage is the first multi-story BART parking structure built in the East Bay, and symbolizes the transit district's plans to expand, extend and enhance the system in the 1990s.

BART Executive Manager of Labor Relations Larry Williams announced that the transit system's two major unions broke off negotiations this afternoon after only one hour of talks.

July 16, 1991...

BART General Manager Frank J. Wilson called on the transit system's two major unions to come back to the bargaining table today, to meet with the District negotiators and not leave until an agreement is hammered out.

July 17, 1991...

The Treasurer of the United States, Ms. Catalina Vasquez Villalpando, toured the headquarters of the Bay Area Rapid Transit District. Mrs. Villalpando addressed the staff, then boarded a BART train for a ride on the system.

July 18, 1991...

BART General Manager Frank J. Wilson announced that a grant in the amount of \$11.5 million was awarded from the Federal Urban Mass Transportation Administration for the engineering and design of the San Francisco Airport extension project.

July 25, 1991...

BART Board of Directors awarded a \$427,333 contract for the paving of a gravel lot located near the Daly City BART Station at St. Charles Avenue. The new paved lot will accommodate 280 automobiles.

August 14, 1991...

BART unveiled its new information kiosks. The kiosks are triangular in shape with information display areas on all three sides and have plastic holders for eighteen brochures and pamphlets about BART, and space for special information from BART's Police Department. The kiosks will be in all 34 stations.

August 27, 1991...

BART Director Nello Bianco announced that the district will enter into a unique partnership with the City of Martinez for a proposed new intermodal transit system to be located downtown. The proposal calls for a new updated facility that would include large bus bays for improved bus/train connections, and as many as 600 parking spaces.

September 3, 1991...

BART General Manager Frank J. Wilson announced that BART managers and union negotiators reached a tentative

agreement for a new three-year labor pack.

September 11, 1991..HAPPY NINETEENTH BIRTHDAY BART!!!! Since the system opened on September 11, 1972, BART has carried a total of 891,174,500 passengers over 11.5 billion passenger miles, with an average daily ridership of 250,000.

September 24, 1991..BART provided extra service for "Beat the Backup" day to help encourage more commuters to leave their cars and hop-a-board the Transit system's trains. BART also operated special direct train between Concord and Fremont in both the morning and evening commute periods, and extended direct service in the evening between San Francisco, Fremont and Richmond until 9 p.m..

October 9, 1991...

In a joint news conference, BART and San Mateo County Transit District (SamTrans) announced a new accelerated schedule for beginning construction on the Colma Station Extension project, the first leg of the San Francisco Airport Extension.

October 10, 1991...

BART held a public meeting on the West Contra Costa Extension Alignment Study (WCCX) to present the results of an initial evaluation and screening of potential routes and possible station locations for the future extension of BART in West Contra Costa County from Richmond to Crockett.

October 14, 1991...

BART began a 90-day test of an electronic parking control system at the Rockridge Station. The purpose of the is program is to insure that parking spaces at the Rockridge Station are being used by BART patrons.

October 19, 1991...

An \$18 million project, the "Wayside Train Control/System Performance Modification" (WTCSPM) began to modify electronic equipment along the trackway between the Daly City and Balboa Park Station. It will allow nearly double the number of trains now operating on the system at one time, and will provide improved overall service.

October 24, 1991...

A "mini" press conference was held to provide a preview and advance information on BART's extension groundbreakings planned for Friday, October 25. A fifty-foot balloon announcing, "BART Will Be Coming Soon To A City Near You."

October 25, 1991...

The first phase of BART's \$2.6 billion extension program began officially today with simultaneous groundbreaking ceremonies for the East Dublin/Pleasanton and the West Pittsburg extensions. BART's total extension program will add 33 miles and 10 stations to the existing 71.5-mile, 34 -station system, increasing the existing system by 46%.

October 27, 1991...

BART held a major multicasualty drill, which involved nine other agencies including, medical, fire and police services in San Francisco. The drill took place at the Balboa Park BART Station.

November 15, 1991...

BART Director John Glenn announced that BART has completed a Final Environmental Impact Report (FEIR) on the proposed BART extension to Warm Springs.

November 21, 1991...

BART's Board of Directors honored two individuals from the disabled community at its regular meeting. Rodne Stribling, who died in September, was honored posthumously for his work as Chairperson of the BART Accessibility Task Force in 1991, his leadership in implementing the Americans with Disabilities Act (ADA). Also honored was Mike Cole for his contributions to accessible transportation and his work as Vice-Chairperson of the BART Accessibility Task Force from 1989 to 1991.

December 1, 1991...

It worked so well in past years...

we are going to do it again this year! BART's "Shopper Specials"--direct trains between San Francisco and stations on the Richmond, Fremont and Concord lines on Sundays during the holiday season.

December 6, 1991...

BART Director Wilfred T. Ussery of San Francisco was elected President of the BART Board of Directors and BART Director Nello Bianco of El Sobrante was elected Board Vice-President.

December 12, 1991...

A public hearing was held in the BART Board Room where public comment was received on the Draft Paratransit Service Plan in response to the American With Disabilities Act (ADA). The draft plan addresses the provision of paratransit services in Alameda, Contra Costa and San Francisco Counties.

December 13, 1991...

BART held a special dedication ceremony to officially inaugurate the new Intermodal Transit Facility at the Bayfair BART Station. The newly complete bus facility will accommodate 15 buses at one time, which is 11 more than the station could handle previously. The project cost about \$860,000 and was financed in part by Federal Highway Act funds made available to BART through the California Department of Transportation, as part of their Cypress Structure Traffic Mitigation Program which is designed to improve the accessibility of public transit and relieve congestion along the 880-980 corridor.

December 17, 1991...

BART Board President Wilfred Ussery and General Manager Frank J. Wilson headed for Dallas, Texas to participate in the signing of the new federal highway and transit bill by President George Bush. The new bill, which was recently passed by Congress, authorizes \$568 million for BART's San Francisco Airport extension, and the Tasman Light Rail project in Santa Clara County, and \$12.6 million for parking at BART's East Dublin/Pleasanton Station.

December 19, 1991...

BART Board President Wil Ussery announced that the transit District has just received authority from the Federal Transit Administration formerly the Urban Mass Transportation Administration (UMTA) for an additional \$50 million to construct the Colma Station and parking structure.

December 20, 1991...

BART Board President Wil Ussery announced the appointment of BART Directors to standing and special committees for the coming years. Director John Glenn of Fremont will serve as Chairperson of the Administration Committee with Director Joe Fitzpatrick of Lafayette as Vice-Chairperson, and Director Margaret K. Pryor of Oakland is the third member of the committee. Director Erlene DeMarcus of Pleasanton will serve as Chairperson of the Engineering and Operations Committee with Director Sue Hone of Berkeley as Vice Chairperson, and Director Michael Bernick of San Francisco is the third member. Director Hone as Chairperson with Director Glenn as Vice-Chairperson and Director James Fang of San Francisco as a member. A "New Technology Committee" of which Ussery is Chairperson and Director Bernick is a member. The second new committee, the "Salary Review Committee" will be chaired by Director Hone with Director Fitzpatrick as Vice-Chairperson and President Ussery as a member.

December 20, 1991...

BART held it's "Thirteenth Annual Safe Holidays" program at twelve stations in an effort to promote riding BART and other public transit as a safe alternative to driving the Bay Area's crowded highways.

December 23, 1991...

BART introduced a brand new commuter information display system at the Embarcadero Station. The new state-of-the-art video system is being installed at no cost to BART by MetroVision of North American Inc. to provide enhanced passenger information and offer up-to-date news, weather and sports both local and national, and advertising.

December 31, 1991...

BART Held it's "Thirteen Annual Safe Holidays" program at twelve stations in an effort to promote riding BART and other public transit as a safe alternative to driving the Bay Area's crowded highways.

January 7, 1992...

The BART Board's Engineering and Operations Committee received a status report on the transit system's planned purchase of 50 new transit vehicles with options for the purchase of up to 200 more.

Kicking off BART's 20th Anniversary year, a commemorative ticket is being placed in the vending machines located in all BART stations.

January 13, 1992...

A reward of \$5,000 was offered by the BART Police Department for information leading to the arrest and conviction

of the suspect(s) responsible for the shooting of Gracie Blankinship at the Coliseum BART Station on Sunday, January 5.

January 23, 1992...

BART approved a new program (to be consistent with the Americans With Disabilities Act (ADA) to provide transit service to people with disabilities who cannot use existing rail or express bus service. The new law requires that each public transit agency, regardless of whether it receives federal money, provide comparable paratransit services to disabled persons who cannot use fixed route services.

January 24, 1992...

BART Director Sue Hone was elected Regional Representative for Region VI of the American Public Transit Association's (APTA). This committee has the primary responsibility of providing assistance to public transit policy makers in matters concerning national transit policy and guidelines through the planning and presenting of seminars and literature to assist them in making timely and informed decisions.

February 1, 1992...

A new era of coordination between Bay Area transit systems begun, when the new Premium BART Plus Program began. Under this program the new multiple-use transit tickets will be good on Golden Gate Transit's ferry service to Sausalito and Larkspur, Vallejo Transit, Dumbarton Express, Benicia Transit, AC Transit (except Transbay), SamTrans, Santa Clara County Transit long-haul services, San Francisco MUNI, and BART Express buses, as well as all of the other systems that participate in the BART Plus program.

February 5, 1992...

BART inaugurated its new system-wide newspaper-recycling program at the Powell Street Station. BART is sponsoring the recycling program in conjunction with the San Francisco Chronicle and the San Francisco Examiner. Total cost of the bins for all stations was \$25,000.

February 10, 1992...

The metered parking program at the Rockridge BART Station was once again activated. The purpose of this program is to insure that parking spaces at the Rockridge are being used by BART patrons.

March 17, 1992...

BART Board of Directors voted to buy 80 new C-Cars from Morrison Knudsen Corporation (MK) in the amount of \$141.6 million. Selection of MK to build the new cars was recommended to the board by BART staff who determined the MK was the best qualified bidder in terms of superior technical rating, lowest price and highest overall evaluation score.

March 20, 1992...

BART in participation with Contra Costa County, PG& E, Oak Knoll U.S. Naval Hospital, Oakland, The University of California School System held a Job Expo, "BART Means Business" at the Pauley Ballroom, University of California, Berkeley.

April 14 & 16, 1992..BART held a pre-construction open house on the Colma Station Extension. BART engineers, planners and community relation's staff was on hand to discuss the project and respond to inquiries and suggestions. Project graphics and a scale model of the Colma Station was on display for public viewing.

May 1, 1992...

BART's Dublin/Pleasanton Extension Field Office moved to a new and more convenient location.

May 5, 1992...

BART Board President Wil Ussery proposed a program that will extend all benefits now available to spouses of BART to bonafide domestic partners of BART employees.

May 7, 1992...

BART's System Safety Dept. conducted an orientation tour for the visually impaired and other person with disabilities at the 19th Street BART Station.

May 11-15, 1992...

National "Try Transit Week"...

a time to both promote public transportation and a time to say thank you to our riders. A national program being done

in conjunction with the American Public Transit Association, is to underscore public transit's role in the community.

May 15, 1992...

United States Department of Transportation Secretary, Andrew H. Card, Jr. toured BART's Colma Station site. He then awarded a \$70 million Federal Administration (FTA) grant to "help BART build a station essential to the expansion of its highly regarded rail service."

May 17, 1992...

BART provided special early morning train service from all 34 stations beginning at about 6 a.m. for the Bay to Breakers race in San Francisco.

June 29, 1992...

In cooperation with local governments, school districts, non-profit agencies, union and other various local associations, BART provided summer employment worksites for teenagers from the three counties of the BART District.

June 4, 1992...

For the sixth year, BART offered its special "Family Fare" program each weekend through September, including the Labor Day holiday on Monday, September 7. Under the program, two children up through the age of 12 years may ride BART free when they are accompanied by a person using a full-fare BART ticket.

June 15, 1992...

Demolition of vacant houses adjacent to the existing BART tracks in San Lorenzo began, as work proceeds on the BART Dublin/Pleasanton Extension.

June 22, 1992...

BART trains began operating on a whole new schedule, providing faster service and more convenient train-to-train transfers during evening and Sunday, when only two lines are operating. The new schedule will reduce travel time by about 10 percent, and waiting time for evening and Sunday transfers by about one-third.

June 23, 1992...

BART General Manager Frank J. Wilson renewed his agency's pledge to set aside \$4 million as revenue to be shared with fourteen bus systems to provide feeder bus service to BART stations.

July 20, 1992...

Construction of a new intermodal bus transfer facility at the El Cerrito Del Norte BART Station. The project is designed to increase the number of bus loading stops and improve automobile circulation as well as, pedestrian access to the station. This will be an eight month project and construction will be accomplished in four phases.

July 23, 1992...

The Supervising Engineer of the State Public Utilities Commission has written BART to give assurances that "CPUC staff is satisfied that safety was not compromised by the new revenue service schedules that went into effect on June 22, 1992.

August 20, 1992...

BART secured \$168 million in critical funds from the state of California following more than a year and a half of hot pursuit to complete Fund Transfer Agreements. The funding agreements are between BART and Caltrans derived from propositions 108 and 116.

August 8, 1992...

BART auctioned 58 used District vehicles, including eight used vans, three used station wagons, thirty-six used trucks and eleven used sedans.

September 1, 1992...

Start up work on the Pittsburg/Antioch Extension (PAX) along the Port Chicago Highway is set for early September. BART Director Joe Fitzpatrick announced the start up today in a mailing to approximately 2,400 residents and businesses in the North Concord area.

September 11, 1992...

BART celebrated two decades of service to the people of the Bay Area with a giant cake cutting ceremony held in Justin Herman Plaza in San Francisco. The event was capped off with items being placed in to a BART time capsule, and the

cutting of the cake. BART has carried almost one billion passengers more than 12 billion passenger's miles.

September 13, 1992...

BART conducted an extensive and dramatic "Multi-casualty Drill" inside the Transbay Tube. The drill, involving 10 public agencies, stimulated a fire in an immobile train under the Bay. This was the first evacuation drill BART has conducted inside the Transbay Tube since 1983.

September 15, 1992...

Director Mike Bernick called together five of the leading experts in the country to present their view and analysis on an alternative sources of power that could lower BART's staggering yearly electricity bill, decrease the United States' dependence on foreign oil, improve the economy--and prove environmentally safe, sound and sufficient. BART spends more than \$21 million on power each year.

September 17, 1992...Construction on the critical beginning segment of BART's Dublin/Pleasanton Extension (DPX) started along Elgin Street, Kent Court and Lynn Court in San Lorenzo.

September 20, 1992...BART offered early morning service to accommodate travelers during the scheduled four-hour Oakland/San Francisco Bay Bridge closure and the participants in the "LIFESPAN.run across the Bay Bridge."

September 25, 1992...

Construction of 5.5 miles of trackway from East Castro Valley Blvd. to Foothill Rd. in Dublin began this week in the median of I-580. Earlier this year, two bridges were completed in the median of I-580 over Eden Canyon and Schaefer Ranch Roads to accommodate this trackway contract.

October 1, 1992...

BART Board of Directors announced the appointment of Christine Apple to the position of District Secretary, make her the first women to ever hold that position in the District's history.

October , 1992...

Demolition or removal of seven vacant residences and businesses and the former Castro Valley School District began to prepare an area for the new 1,200 space Castro Valley BART station parking area.

Construction of 5.5 miles of trackway from East Castro Valley Blvd. to Foothill Rd. in Dublin is beginning this week in the median of I-580 which will eventually carry the new BART tracks over the Dublin Canyon Hills, a vital link in the Dublin/Pleasanton Extension.

October 8, 1992...

BART was awarded three Federal Transit Administration (FTA) grants totaling more than \$1 million that will help the transit district develop innovative 21st Century technologies that could greatly improve service for its patrons and enhance its taxpayer's investment.

October 15, 1992...

BART Board President Wil Ussery announced that the transit system is the recipient of a \$200,000 grant from the Federal Transportation Authority (FTA) for the purpose of determining the feasibility and establishment of a new class of public/private sector partnerships.

October 24, 1992...

Construction begins on the new 1,225 parking space, four level parking structure at the Hayward BART Station. This facility will create about 900 additional parking spaces and schedule to be opened in April 1994.

October 27, 1992...

BART's Police Department conducted a series of crime prevention demonstrations in conjunction with National Crime Prevention Month at various BART stations.

October 29, 1992...

BART and PG&E officially launched a joint "Electric Vehicle Demonstration Project" at the Lafayette BART Station. The project entails the daily use of an electric-powered van that will deliver PG&E employees to the Lafayette BART Station. During the day, while the employees are at work, the Electric Van will be charged by a state-of-the-art vehicle charging system that will be installed at the Lafayette station.

November 14, 1992...

Construction began on the new Concord Station Parking Garage. The new four-level, 900 space parking structure, which includes 300 existing parking spaces, is expected to be completed by spring of 1994, at a cost of approximately \$10,000.00

November 19, 1992...

BART held a public hearing for the purpose of soliciting public comments on the BART Coordinated Paratransit Service Plan in response to the Americans With Disabilities Act (ADA). Under the Act, BART is required to provide paratransit service to those consumers within 3/4 miles of a BART station or bus stop and are unable to use BART's accessible fixed route (rail and bus) service.

A public hearing was held for the purpose of soliciting public comment on the proposed ticket pricing for the one-year TransLink demonstration project beginning in January 1993. TransLink is a project between BART and the Contra Costa County Transit Authority (CCCTA) to demonstrate the effectiveness of multi-operator, stored value tickets and ticket reading equipment on board CCCTA and BART Express buses.

November 29, 1992...

BART's "Shopper Specials"--direct trains between San Francisco and station on the Richmond and Fremont lines--offer a great alternative to the time, expense and energy spent driving around in holiday traffic. BART offered this special service during limited hours beginning today and every Sunday until Christmas. As an added service, BART offered a special "Express" trains direct to San Francisco on the Richmond line and one on the Fremont line in addition to the "Shopper's Special".

December 1, 1992...

Beginning today, the parking control system at BART's Rockridge Station will be in effect. For the past two weeks the new parking control system has been operating under a grace period to allow for familiarization with the program before citations are issued.

December 2, 1992...

Judge Thelton E. Henderson, Chief Judge of the United States District Court for the Northern District of California has upheld BART's Disadvantaged Business Enterprise (DBE) Program for the BART extension construction contracts in Alameda and Contra Costa Counties. Judge Henderson issued a ruling, which permits BART to apply, with some modifications, its DBE program to construction contract. These contracts are not funded by the federal government.

December 4, 1992...

The latest contract on the Dublin/Pleasanton Extension (DPX) was awarded at nearly \$700,000 under the engineer's original estimate cost. This is the sixth completed contract to be awarded at less than the originally estimated cost.

Three new BART Directors were sworn in today. Sherman Lewis of Hayward will represent District 5; Roy Nakadegawa of Berkeley will represent District 3; and, Dan Richard of Orinda will represent District 1.

December 8, 1992...

Veteran BART Director Nello Bianco of El Sobrante made history today when he was elected for the fifth time by his colleagues on the Board to serve as President of the Board of Directors. Director Margaret K. Pryor of Oakland was elected Vice-President.

December 9, 1992...

BART Board President Nello Bianco appointed committee members. Director Michael Bernick of San Francisco as Chair of BART's Public Affairs, Access and Legislation Committee and Director Sherman Lewis as Vice-Chair and Director John Glenn as its member. BART Board President Nello Bianco appointed Director James Fang of San Francisco to head up the Board's critical Oversight Committee. The committee will oversee the private consultant's review of BART's Cash Handling procedures. Director's Fang, Bianco and Board Vice-President Margaret K. Pryor will personally inspect BART's Cash Handling Building.

December 10, 1992...

The community was invited to the **Grand Opening** of BART's Pittsburg/Antioch Extension (PAX) Community Center. Newly elected BART Board Director Dan Richard hosted the open house, which featured information displays and demonstrations providing guests with opportunities to meet and discuss the extension with architects, engineers and community relations staff.

BART Board President Nello Bianco named Director James Fang of San Francisco to chair BART's Engineering and Operation Committee with Director Michael Bernick of San Francisco as Vice-Chair and newly elected Director Dan Richard as a member.

December 14, 1992...

BART Board President Nello Bianco appointed Director Dan Richard as Chair of BART's Administration Committee and newly elected Director Roy Nakadegawa as Vice-Chair and Wil Ussery as its member.

December 18, 1992...

BART General Manager, Frank J. Wilson held a press conference on last night's (December 17) derailment just south of the 12th Street/City Center BART Station.

December 22, 1992...

BART General Manager was pleased to announce the reopening of the closed line through downtown Oakland for full normal service beginning tomorrow. A special team of investigators assembled at BART's request found that there were several contributing factors, which caused the derailment.

December 23, 1992...

BART Police will be feeding 50 needy families around the bay area over the next few days with delivery of all kinds of food donated and paid for with donations of cash by BART employees. Employees at BART's maintenance shops traditionally adopt needy families and provide food and toys.

December 31, 1992...

BART trains will be in operation until 3 a.m.. The late train service is being offered to reduce the number of automobiles on the highways and to accommodate late night celebrants.

January 14, 1993...

BART invites the general public to attend special Dr. Martin Luther King Jr. birthday celebration at BART Headquarters.

February 11, 1993...

BART Board of Directors awards contract to build the Colma Station and extend BART farther into San Mateo County. Dillingham Construction, Inc., of Pleasanton, was awarded the contract for \$36.8 million.

March 1, 1993...

The bus portion of the "BART Plus" ticket, which is good on BART and acts as a flash pass on nine bus systems, which is currently priced at \$10, increased by \$4. Each ticket is good for a half-month period, from either the first of the month to the 15th, or from the 16th through the end of the month.

March 19, 1993...

BART officially opened the Colma Station Extension (CSX) Community Service Center with a community-wide Grand Opening celebration, co-hosted by SamTrans, and attended by residents from the surrounding area, including Colma, Daly City, and Broadmoor.

April 2, 1993...

BART held a special kick-off event for BART's new Super Owl and Double Sunday Service at the Powell Street Station. The new expanded service will include BART's "Super Owl", which will extend service on Friday and Saturday nights from midnight to 2 a.m., and "Double Header" Sunday Service -- special Express BART trains that will operate between 11 a.m. and 5 p.m. from the MacArthur, downtown Oakland and downtown San Francisco BART stations.

April 8, 1993...

Representatives of the U.S. Internal Revenue Service (IRS) distributed tax forms and made available general information about the income tax filing procedures and assisted with other information at the Embarcadero and Montgomery Street BART Station during the month of April.

April 15, 1993...

BART awarded the contract to construct the five-level, 1,400-space parking structure on the Colma Station Extension in San Mateo County. A contract for \$32.4 million was awarded to the joint venture of Morse Diesel International of New York, and Bomel of Orange, California.

April 22, 1993...

BART General Manager Frank J. Wilson advised the Transit District's Board of Directors that a proposal agreement had been reached with the Alameda County Transportation Authority (ACTA) which will bring a total of \$230 million to the funding mix for the Dublin/Pleasanton Extension.

May 5, 1993...

BART invites the general public to celebrate Cinco de Mayo at BART Headquarters.

May 12, 1993...

BART conducts an orientation tour for the visually impaired and other persons with disabilities at the 19th Street BART Station as part of its on-going program of making the system as accessible as possible for people with disabilities.

May 16, 1993...

BART provides special early morning train service from all East Bay station and San Francisco beginning at about 6 a.m. for the Bay to Breakers race in San Francisco.

May 17, 1993...

BART kicks off "Try Transit Week". A national program which is being done in conjunction with the American Public Transit Association in order to give recognition to the many benefits of using public transit.

May 21, 1993...

BART was awarded \$22.5 million from the Federal Transportation Administration (FTA) to begin work on the San Francisco Airport Extension.

June 15, 1993...

BART held its annual automobile auction, which included thirty (30) used vans, nine (9) used trucks and sixteen (16) used sedans.

June 30, 1993...

BART adopts a balanced operating budget for Fiscal Year 1994. The new fiscal operating budget calls for expenditures totaling \$220.4 million, a \$3.9 million cut from the preliminary budget that was submitted to the Board in March.

July 7, 1993...

BART was awarded the funds it needs to put 30 Electric Vehicles (Evs) on the road next spring. The Bay Area Air Quality Management District granted BART \$700,000 in AB434 funds - the highest grant possible - to fund BART's Electric Vehicle Station Car program. The award is the largest in the nation ever given by an Air Quality board for electric car implementation.

July 8, 1993...

BART and SamTrans hold a joint Public Scoping Meeting to hear public and agency comments on the alternatives presented for study and the social, economic and environmental impacts to be considered in the BART to the San Francisco Airport (SFO) Draft Environmental Impact Report (EIR).

One hundred and fifty-three young people began working part-time jobs at BART, as part of the transit district's 8-10 week "Summer Youth Employment Program."

July 29, 1993...

BART unveils the first 20 of 122 giant girders for the aerial structure connecting the existing BART system to the Concord Station for the Pittsburg/Antioch Extension.

July 30, 1993...

BART awards contract for the Castro Valley Station and parking lot to Walsh Pacific Company of Monterey for \$20.6 million.

**September 11, 1993..BART - 21 YEARS OLD AND GROWING...
HAPPY BIRTHDAY BART!**

September 21, 1993..BART opens a second community service center for BART's Dublin/Pleasanton Extension. The Center is located at 6500 Dublin Blvd., Suite C, and will be open every Tuesday and Thursday from 8 a.m. to 5 p.m.

September 21, 1993..BART released the final report on the transit system's December 17, 1993 derailment of a train

in a downtown Oakland Tunnel.

September 24, 1993..BART and Southern Pacific Lines hosted a special mid-day commuter rail excursion train from Kirkham Street in West Oakland to Brentwood and back to Kirkham Station to demonstrate potential "Fast Trak" service.

September 26, 1993..BART provided special early morning train service, beginning at 5 a.m., from all East Bay and San Francisco stations to the 12th Street/City Center Station in downtown Oakland for the "Lifespan - The Run Across the Bay Bridge" race.

September 28, 1993..BART purchased a 14.9-acre site in the Hacienda Business Park in Livermore for \$7,150,000 from the Prudential Insurance Company of America. The property will be a vital part of the East Dublin/Pleasanton Station, providing about 1200 parking spaces for BART passengers using the new station.

October 19, 1993...

BART received high marks on its report card from the Metropolitan Transportation Commission's (MTC) Triennial Audit of the Transit district's overall performance. The audit is conducted every three years on a rotating basis for all of the Bay Area's Transit operators. BART was favorably rated in all five of the key performance indicators, reducing operating costs, increasing passenger loads and improving employee productivity. The audit also cited top performance in such areas as increased ridership, on-time performance, improved employee productivity, reduced costs due to operating efficiency and well-structured goals and objectives.

November 5, 1993...

BART's tailtrack subway structure completed on the Colma Station Extension. The \$3.5 million structure will house the BART tailtrack until work begins on the extension to SFO. It will be connected to the new station by a bridge.

November 17, 1993..BART awards contract to Consolidated Landscape Services to construct the long-awaited 92-space Brentwood Park and Ride. The contract amount awarded was \$452,555, eighty percent federally funded and the balance of local funding contributed by BART. When completed, BART riders will be able to park at the lot and hop a BART Express Bus and connect to BART at the Concord Station.

December 17, 1993..BART awards contract to place tracks along the 14-mile Dublin/Pleasanton Extension route. The contract was awarded to California Contracting/A.S. Tadros, a joint venture. for \$13.9 million. This "follow-on" contract will begin in January to lay track over completed trackway and aerial structures--initially in Castro Valley--but eventually over the entire length of Alameda County's newest rail extension.

December 19, 1993..BART sponsors "Take Our Sons to Work Day". BART employees brought their sons to work to give them a close, behind the scenes look at what it takes to keep BART operating day in and day out.

December 22, 1993..Veteran BART Director Margaret K. Pryor of Oakland, was elected president of the transit system's board of directors for 1994. Mike Bernick of San Francisco was named vice president.

January 13, 1994...

BART General Manager, Frank J. Wilson nominated to become the Commissioner of the Department of Transportation for the State of New Jersey.

January 14, 1994...

BART Board approves new name for West Pittsburg Station. From here on it will be called the Pittsburg/Bay Point Station. The new station will be built in the Highway 4 median at the intersection of Bailey Road, which is in Bay Point. The parking lot will be in Pittsburg.

World Wall for peace at the Fruitvale BART Station. Students from St. Elizabeth's High School in Oakland carried 3600 tiles that were painted for the Fruitvale portion of the "World Wall for Peace". Tiles were also painted by Golden State Warriors, BART Directors, staff and a series of tiles showing herself releasing a dove were painted by celebrity Whoopi Goldberg. The artist/coordinator and founder of the wall is Carolyn Marks.

In observance of the Dr. Martin Luther King Jr.'s birthday, BART extends an invitation to the general public to attend a special "Returning To The Dream of Martin Luther King" celebration at BART.

February 10, 1994..Board approves a Memorandum of Understanding (MOU) between BART, the San Mateo County Transit District (SamTrans), Santa Clara County Transit District (SCCTD), and the Metropolitan Transportation

Commission (MTC) to pave the way toward assuring access to sufficient Federal funding to complete both BART's San Francisco Airport Extension and Santa Clara County's Tasman Light Rail Extension. The funding will come from the Federal Transportation Administration (FTA). \$568 million was earmarked by the Intermodal Surface Transportation and Efficiency Act (ISTEA) for the two Bay Area projects through FY1997.

February 11, 1994..Alameda County Superior Court throws out a lawsuit brought against BART by Cubic, a San Diego company that manufactures Automatic Fare Collection equipment. The lawsuit, which had been filed in October 1993, sought an order to stop BART from awarding a \$7.9 million contract to Scheidt and Bachmann, for the purchase of new Automatic Fare Collection equipment, which will be installed in BART's new extension stations. Cubic's bid for the contact came in at \$14.7 million or twice the amount of the successful bidder.

February 23, 1994..The White House announced the award of \$19.5 million in Defense Conversion funds to an alliance of BART, Hughes Aircraft and Morrison Knudsen Corp. to develop and Advanced Automatic Train Control System (AATC). The new system will nearly double the current number of passengers BART can carry during the congestion morning and evening commutes and eliminate the need for a second, multi-billion Transbay tube.

The last girder for the aerial trackway, which will carry BART toward East County, was set on BART's Pittsburg/Antioch Extension. The 75-foot reinforced concrete behemoth was hoisted into place, marking the last of 122 girders on the aerial structure which extends one-mile from the existing Concord Station platform, through downtown and up the median of Port Chicago Highway to High School Avenue.

February 28, 1994..A new electronic parking control systems begins at the El Cerrito Del Norte BART Station. The purpose of the program is to insure that parking spaces at the station are being used by BART patrons.

March 21, 1994...

BART opens its brand spanking new operations control center. The Operations Control Center (OCC) is located in a large room underneath the Lake Merritt Administration building and replaced the old "central control room" which make history when the system first opened in 1972.

March 24, 1994...

BART board selected Richard A. White of San Francisco to be BART's new General Manager.

April 6, 1994...

BART General Manager Richard A. White announced the appointment of Dorothy W. Dugger to fill the transit district's Deputy General Manager position. Ms. Dugger will be the first woman in BART's history to hold the Deputy General Manager's position which was vacated when White was named to be the transit system's new General Manager.

April 28, 1994...

A preliminary report by the American Public Transit Association "Peer Review" panel found that the transit system's Police Department was overall a high quality operation.

More than 400 daughters of BART employees participated BART's second annual "Take Our Daughters To Work Day".

May 17, 1994...

BART reached an agreement with several of the food vendors it had brought suit against this past January, to implement the Board's action taken in September 1993 to eliminate the sale of food on BART property as of January 1, 1994. The agreement will allow the food vendors to do business on BART property for five years, beginning May 16, 1994.

May 23, 1994...

Deborah S. Wetter named Executive Manager of External Affairs. She replaces Dorothy W. Dugger, who was named Deputy General Manager in April.

June 1, 1994...

BART introduces "Customer Connections" at various BART stations. The program is designed to put BART staff directly into personal contact with BART passengers, by answering questions, handling problems and listen to customer concerns about BART.

BART releases results of a recently completed market research conducted for BART, which surveyed 1,001 Bay Area registered voters in four counties on their use and perceptions of BART service, Bay Area traffic congestion, current travel modes to and from the San Francisco Airport (SFO), and whether or not the planned BART SFO extension should

to, or outside the airport.

June 2, 1994...

BART's System Safety and Transportation Departments conducted an orientation tour for the visually and other persons with disabilities at the 19th Street BART Station.

June 4, 1994...

BART held a special "Open House" at the Hayward Yard and Shop.

June 8, 1994...

BART, the Metropolitan Transportation Commission and AC Transit have ratified an agreement which will result in some \$651 million -- \$200 million in BART-generated revenue and \$450 million in federal and regional dollars -- being made available toward funding the much needed rehabilitation of BART's transit cars and other physical facilities over the next six years. Additionally, the six-year package provides additional operating assistance to AC Transit to pay the cost of passenger transfers between AC Transit and BART.

June 14, 1994...

BART welcomes Brazilian art exhibit, Arte no Metro, from the Sao Paulo Metro Company, at the Powell Street BART Station. Arte no Metro displays the artwork of prominent Brazilian artists that appear in eighteen of the Sao Paulo Metro Company's underground rail stations.

June 23, 1994...

BART honors the BART team who won top honors in the maintenance category of the second annual "International Rail Rodeo" held in Sacramento on June 11.

June 30, 1994...

The District and Local 1555 of the Amalgamated Transit Union (ATU) and United Public Employees, Local 790 (UPE) agreed to a continuation of the current contract beyond June 30 until a final contract offer is presented to the union membership for a vote.

July 6, 1994...

A ribbon cutting ceremony was held to commemorate the opening of the new multi-story parking garage at the Hayward BART Station. The parking garage will increase parking capacity at the Hayward Station by slightly over 70 percent with a net increase of 878 new parking spaces, bringing the total number of parking spaces at the Hayward Station to 1939.

July 7, 1994...

BART announced that BART employees represented by Amalgamated Transit Union, Local 1555, and Service Employees International Union, Local 790 have voted to reject the contract offer submitted on behalf of the BART Board of Directors.

July 10, 1994...

BART and their two largest unions, SEIU, Local 790 and ATU, Local 155 will announce a tentative agreement with ends the labor negotiations, which have been going on since May and resolve a threatened work stoppage.

July 17, 1994...

BART Board asked Governor Pete Wilson to intervene to avoid a strip at 12:01 a.m., Monday, July 18, 1994, called by Local 790 of the Service Employees International Union (SEIU) and Local 1555 of the Amalgamated Transit Union (ATU). The Board asked that a cooling-off period be continued until August 19, 1994.

July 22, 1994...

Governor Pete Wilson asked the State Attorney General's Office to seek a court injunction establishing a 30-day cooling-off period to avert a BART strike with Local 790, Service Employees International Union (SEIU), and Local 1555, Amalgamated Transit Union (ATU).

July 28, 1994...

As part of its on-going program of making the system as accessible as possible for persons with disabilities, BART established an outside telephone number, 510/834-LIFT, for information on the status of the District's station elevators.

August 4, 1994...

Contra Costa County Superior Judge Minney issued a 60-day injunction heading off a strike by nearly 2,000 members of BART's two major unions, Amalgamated Transit Union, Local 1555, and Service Employees International Union, Local 790. The injunction will expire at midnight on Tuesday, September 20. A temporary restraining order blocking a strike or lockout had been in force since Sunday, July 24.

August 25, 1994...

For the second year in a row, BART lowered the BART property tax rate for the new fiscal year, which began on July 1, 1994. The rate will be reduced from 2.40 cents (.0240 percent) to 2.35 cents (.0235) percent for \$100 assessed valuation of property.

August 27, 1994...

A ribbon cutting ceremony was held to commemorate the opening of the new multi-story parking garage at the Concord BART Station. The parking garage will increase parking capacity slightly over 30 percent with a net increase of 543 new parking spaces, bring the total number of parking spaces to 2858.

"Be cool...

BARTPOOL!" More than 200 parking spaces at the Concord station are being set aside for BART customers who want to take advantage of BARTPOOL. Under the pilot program, cars with two or more BART customers in them will be allowed to park in a reserved parking area close to the station.

August 31, 1994...

BART welcomes the first of its new generation of transit cars at the system's maintenance facility in Hayward. The new transit car, called the C2, is designed to be used as a lead or trailing car on a train or as a mid-train car, which offers maximum operating flexibility. The new car, which was manufactured by Morrison-Knudson Corporation, is the first of an 80-car order under a \$141 million contract.

September 6, 1994..The new parking structure at the Walnut Creek BART station opens to the public. The new parking garage will increase capacity by slightly over 50 percent with a net increase of 885 new parking spaces, bring the total number of parking spaces to 2403.

September 14, 1994.BART holds Castro Valley Station construction site tour.

September 16, 1994.Transbay Tube celebrates 20th anniversary of its Grand Opening with an anniversary party and special Tube Tour. The once in a lifetime tour of the tube, deep in the depths of San Francisco Bay, was held between 2 a.m. and 4 a.m. Saturday, September 17.

September 17, 1994.BART held auction of 29 used District vehicles.

September 20, 1994.BART and representatives of Service Employees International Union (SEIU) Local 790 and Amalgamated Transit Union (ATU) Local 1555 announce that a Tentative Agreement has been reached.

BART and SamTrans open the SFO Community Service Center in the Tanforan Shopping Center located on El Camino Real and Sneath Lane in San Bruno. The center is being opened so that all interested people have direct access to information about proposed plans for extending BART to the airport as well as a way to sharing their comments about the project.

October 12, 1994..BART welcomed the West Berkeley Business Association's "Electric Shuttle" to the world of Electric Commuting. The new electric bus will bring employees of the West Berkeley business community to and from the BART Ashby and North Berkeley stations.

October 26, 1994..Nearly 14,000 fans used BART trains to get to the Oakland Coliseum for the Rolling Stones concert. Ridership on the system for the day totaled 281,000.

October 27, 1994..BART's Board received a proposed revision to the transit system's 1995 fiscal year budget from General Manager Richard A. White which calls for further belt tightening and budget balancing actions to reduce an \$8 million deficit by \$4.1 million.

October 28, 1994..BART and SamTrans hold a joint inspection tour of the Colma Station Extension. The \$170 million project, with 25 percent of the costs being underwritten by SamTrans, is extending BART service 1.6 miles south of the

Daly City Station.

November 1, 1994..State Transportation Director James Van Loben Sels, BART, MFS Network Technologies President and Chief Executive Officer Kevin P. Moersch, and Pitney Bowes Vice President of Credit and Operations Michale J. Leyh to sign the contract that will make BART a vital link in the fiber optics Information Superhighway.

November 2, 1994..BART in conjunction with Gateway Project joined together to kickoff the "Choosing Peace" campaign with the appearance of the "Quilt of Tears" at the Richmond BART Station.

November 30, 1994..BART secures the trackway and substations along the Pittsburg/Antioch Extension from the Concord Station up Port Chicago Highway to Highway 4, in order to energize the third rail, which carries 1,000-volts of DC current, and the substations along the extension. Beginning in December, BART will conduct a long period of system testing in advance of start up service next year to the new North Concord/Martinez Station.

December 1, 1994...

BART in partnership with the Alameda, Contra Costa and San Francisco Food Banks, kicked off its holiday food drive.

December 5, 1994...

BART resumes its customer outreach program "Customer Connections" at the Richmond BART Station.

December 13, 1994..A public hearing was held on a proposal to modify the discount for TransLink tickets now offered as part of a just completed demonstration project. The proposal calls for conferring the discount only to users transferring from Bus to BART, doubling the bus to BART discount to \$0.50 and eliminating the 6.25% discount now give at point of purchase.

December 14, 1994..BART resumes its customer outreach program "Customer Connections: at the Coliseum BART Station.

BART in conjunction with Chevron and Gateway Project joined together to welcome the "Choosing Peace" campaign to San Francisco with the appearance of the "Quilt of Tears" at the Powell Street BART Station.

December 15, 1994..BART Director Michael Bernick of San Francisco was elected President of the transit system's Board of Directors for 1995, and Dan Richard of Orinda was elected Vice President.

December 19, 1994..BART will hold a month-long program consisting of two public hearings (one morning, one evening), a series of community meetings and meetings with customers at several BART stations as part of a public outreach program inviting public comment and public input in finding new sources of revenue for BART, including the increase in BART fares -- the first in nine years -- the institution of parking fees, and any reduction in discounts.

December 23, 1994..BART hosted its "Safe Holiday" program, offering free coffee, hot chocolate and cookies to holiday travelers at the Powell Street, MacArthur, Concord, El Cerrito Del Norte and Hayward Stations, in an effort to promote riding BART and other public transit system as a safe alternative to driving the Bay Area's crowded highways.

December 30, 1994..BART hosted its "Safe Holiday" program at the Powell Street, MacArthur, Concord, El Cerrito Del Norte and Hayward BART Stations.

December 31, 1994..BART provided late night train service, until 3 a.m., as part of the over-all community effort to reduce the number of automobiles on the highways and to accommodate late night celebrants.

January 6, 1995...

BART held a special "Customer Connections" at the Union City BART Station as part of an extensive outreach program on a potential fare increase.

January 26, 1995...

The BART Board of Directors approved the transit district's first fare increase in nine years, voting to raise fares in order to meet long-term finance needs and improve the system. The new fares will go into effect on April 1, 1995. The package will raise fares 15 percent this years, 13 percent in April 1996, and 11.4 percent in April 1997.

February 1, 1995...

BART, SamTrans and the City of South San Francisco held an informal, drop-in Open House for the BART/San

Francisco Airport Extension project.

February 2, 1995...

BART, the City of Oakland, and the Citizens Planning Committee, a coalition made up of 15 neighborhood organizations held a Town Hall meeting to present three alternative concepts for development at BART's MacArthur Station in Oakland.

February 13, 1995..Inaugural run of BART's new C2 cars.

February 14, 1995..BART in conjunction with Gateway Project, American Zoetrope, Chevron, Landmark Theaters and Patrick Media Group welcome the "Quilt of Tears" to the Coliseum BART Station.

February 15, 1995..BART, SamTrans and the Federal Transportation Authority (FTA) held the first of three public hearings to take testimony regarding the BART/SFO Extension Draft environmental Impact Report/Supplemental Draft Environmental Impact Statement (DEIR/SDEIS).

February 24, 1995..BART received a \$2.4 million interim dividend check from Argonaut, the workmen's compensation carrier for its impressive construction safety record on the Extensions Program, nearly half the national average rate for lost time due to injuries on the job.

February 28, 1995..A plan for development at BART's El Cerrito Plaza Station in El Cerrito was presented at a community meeting to invite public comment about the proposed development of a housing, retail and parking project at the station.

March 9, 1995...

BART choose AEG Transportation Systems Inc. to rehabilitate BART's aging fleet of 439 original transit cars at a cost of \$330 million - making it the largest single contract in the transit district's history.

March 28, 1995...

The "Quilt of Tears", the moving memorial to young victims of violent crimes, will be on display at the Concord Station.

March 30, 1995...

BART in conjunction with Sandia National Laboratories will work together to develop "active noise cancellation techniques," a defense technology developed for the military in making BART cars quieter.

March 31, 1995...

BART hosted a family-oriented Grand Opening celebration of its new Brentwood Park & Ride in Eastern Contra Costa County. The Brentwood P&R lot has space for more than 90 vehicles and is served by the BART Express PE and P2X buses to Pittsburg, Bay Point and the Concord BART Station, and locally by Tri-Delta Transit.

April 1, 1995...

BART's first fare increase in more than nine years went into effect. Fares throughout the 71.5-mile, 34-station system, including fares on BART Express buses, increased approximately 15 percent.

April 4, 1995...

A preliminary operating budget of \$249.8 million for fiscal year 1996 was presented to BART's Administration Committee.

April 7, 1995...

BART joined forces with the Richmond Redevelopment Agency in conjunction with Americorp participants, girl scouts and neighborhood associations to place plants along Nevin Avenue walkways serving the Richmond station. This is the first in a series of improvements planned for the Richmond Station area.

April 13, 1995...

BART honored three BART employees who were singled out for helping in the apprehension of two people vandalizing BART cars and a third who had been banned by court order from entering BART property.

April 17, 1995...

BART and the United States Postal Service joined together to offer "tax relief" to customers. BART riders were offered the convenience of mailing their tax returns, ready for mailing, from thirteen BART stations during the morning and

evening commute.

April 18, 1995...

BART approves the award of a \$13.7 million contract to Conco Cement Company of Concord, California for the construction of parking facilities to serve the new East Dublin/Pleasanton Station.

April 19, 1995...

BART held a grand opening and ribbon-cutting ceremony to commemorate the opening of the new San Francisco BART Police Station at the Powell Street BART Station. This is the first of the police department's zone facilities to open, with additional facilities to be constructed at the El Cerrito Del Norte, Bayfair and Walnut Creek Stations.

April 27, 1995...

More than 250 daughters of BART employees were on hand with their parents for the third annual "Take Our Daughters to Work Day."

April 28, 1995...

BART adopts of an extension route into the San Francisco International Airport. The routed adopted by the BART Board, called Alternative VI, is one of seven alternatives identified in the Draft Environmental Impact Report. It would extend the BART line a total of eight miles, from Colma south to a station in Hickey, South San Francisco, then to a station at Tanforan, and continue on to San Bruno. South of San Bruno the line would turn east, going under Highway 101, then south into the San Francisco Airport with a station under the planned new International Terminal. From the International Terminal the line would continue south and then curve in a westerly direction back underneath Highway 101 to Millbrae Avenue where an intermodal BART/CalTrain Station would be built.

May 8, 1995...

In anticipation of issuing a new series of revenue bonds, BART received an upgraded rating from single A+ to double AA-, from Standard & Poor's Rating Group, a AA rating from the Fitch Investors Service, and Maintained an A1 rating from Moody's Investors Service.

Investors had nearly \$500 million at the ready to buy the bonds. From BART, \$135 million was snapped up in a demand market of more than three times the supply.

May 15, 1995...

"Try Transit" week begins. A national program to give recognition to the many benefits of public transit.

May 21, 1995...

BART provided early morning special service from all East Bay station and San Francisco, beginning at 6 a.m., for the world famous Bay to Breakers race in San Francisco.

May 25, 1995...

BART and MFS Network Technologies Inc. announced that MCImetro, a subsidiary of MCI, is the first company to sign on BART's fiber optic cable network, which is expected to begin installation this summer. Under an agreement between all three parties, MCImetro will gain access to the fiber-optic conduit system created under a unique public/private initiative established by BART and MFS Network Technologies Inc.

June 1, 1995...

BART energizes the third rail for the Colma Station Extension from School Street in Daly City through the tailtrack located adjacent to the Italian Cemetery in Colma. The Colma Station Extension will add 1.6 miles of track south of the Daly City Station in San Mateo County.

June 15, 1995...

The long planned extension of the BART system to the San Francisco International Airport is now facing serious threats due to the interference of special interest lobbying in Washington D.C. A letter was sent to each of the 18 member airlines calling for a halt to the airlines lobbying campaign against Federal funding for the BART airport extension. BART is seeking \$22.6 million in Federal assistance for the coming fiscal year to continue work on the BART/SFO Extension project.

June 21, 1995...

BART receives approval of \$10 million in Federal funding by the House Appropriations Sub-Committee on Transportation for the planned extension to the San Francisco International Airport.

July 10, 1995...

"Cure for Congestion" - BART begins direct train service between Concord and Bayfair. BART, with funding from the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), is launching the program to help alleviate traffic during the remainder of the I-680/24 freeway reconstruction at the thoroughly congested interchange in Walnut Creek.

July 24, 1995...

BART adds two stops to its special weekday train service around the I-680/24 bottleneck. The two special five-car trains from Concord that originally terminated at the Bayfair BART Station will now continue to the Hayward and South Hayward BART Stations.

July 27, 1995...

BART held the first of two public hearings on the East Bay Paratransit Consortium's Proposed Paratransit Fare Structure. The second public hearing will be held by AC Transit on Wednesday, August 2 at 6 p.m.

July 31, 1995...

BART releases its Short Range Transit Plan (SRTP) for public review. The SRTP is a ten-year blueprint and financial forecast for the transit district, it covers the period of 1995 to the year 2005.

August 12, 1995...

BART, AC Transit and the Oakland Coliseum teamed up to welcome the "Oakland Raiders" home. BART and AC Transit presented customers with a "blitz" of transit options and services that will make getting to and from the games as easy as possible.

September 11, 1995..HAPPY BIRTHDAY BART! BART celebrates 23 years of revenue service.

October 3, 1995...

"Customer Connections" at the Fremont BART Station.

October 5, 1995...

BART held a news conference to announce the December 16, 1995 opening date for the new North Concord/Martinez Station, the first new station to open in the BART system since the Embarcadero Station opened for passenger service in 1976.

October 16, 1995...

BART's new train schedule goes into effect. The new schedules will add five trains, increasing the number of trains during peak hours to 50 from 45 and increasing the frequency of trains operating through the Transbay Tube to as little as 2.5 minutes from three minutes. All train arrival and departure times throughout the system will change by a couple of minutes.

Senate Bill 184, which was signed into law by the Governor this week, amends the Public Utilities Code and will require Pacific Gas & Electric (PG&E) to distribute power from BART's other supplier, Western Area Power Administration (WAPA) to multiple access points around the system. Power purchased from WAPA is now brought to the system only through the Union City Sub-station.

October 24, 1995...

BART in conjunction with CALSTART, PG&E and Sybase were joined in a ribbon cutting ceremony by their Majesties King Harald V and Queen Sonja of Norway to welcome the arrival from Norway of the new electric station cars at the Ashby BART Station in Berkeley.

November 1, 1995...

BART in conjunction with the City of Berkeley held a ceremony at the North Berkeley BART Station to honor participants of the RESPECT Program. The RESPECT program (Racial & Ethnic Sharing Providing Empowerment To Our Community Today) is an innovative approach to providing a safer community for Berkeley residents.

November 2, 1995...

BART in conjunction with Larkin Street Youth Center joined together to present "Putting the Pieces Together", a 580 sq. ft. mural, at the Powell Street BART Station. The exhibit consists of ninety-six individual and collaborative tile mosaics, which reflect the experience, thoughts and dreams of over 300 homeless and runaway youths.

November 7, 1995...

BART held a public hearing concerning the termination of BART's participation of the TransLink Demonstration Project.

November 16, 1995...

BART launched a student poster contest in conjunction with the December 16 opening of the North Concord/Martinez Station. The contest is to all students, kindergarten through 12th grade, in the neighboring Mt. Diablo Unified and Martinez School Districts.

November 19, 1995...

BART in conjunction with the Oakland Raiders gave away special commemorative BART/Oakland Raiders calendars to five thousand lucky fans at the Oakland Coliseum BART Station.

November 30, 1995...

Puerto Rican Secretary of Transportation and Public Works Carlos I. Pesquera and a retinue of officials toured the BART facilities as part of the secretary's five-day tour of major U.S. transit systems.

December 2, 1995...

BART dedicates the new Colma Station marking the first step in connecting BART with the San Francisco International Airport. The Colma Station is not scheduled to open for revenue service until early 1996.

December 15, 1995...

BART held a gala celebration to mark the pre-opening of the systems brand new North Concord/Martinez Station. The North Concord/Martinez station is the first leg of the Pittsburg/Antioch Extension. It provides 2,000 parking spaces and a transit center for bus connections.

December 16, 1995...

First day of revenue service at the new North Concord/Martinez BART Station.

December 21, 1995...

BART announces Saturday, February 24, will be the first day of revenue service for the new Colma Station in San Mateo County. Built at a cost of \$170 million, the Colma Station extends BART service 1.6 miles southward from the Daly City Station. The state-of-the-art intermodal Colma Station will feature connecting bus service provided by SamTrans and parking in a five-level, 1,400 space-parking garage.

BART Board of Directors elect Dan Richard of Orinda as President of the BART Board for 1996, and Margaret K. Pryor of Oakland as Vice-President.

BART Police Department kicked-off its 16th Annual Holiday Food Drive to help families and people in battered women's shelters.

January 29, 1996...

BART and AC Transit initiated a new paratransit service to meet the needs of approximately 20,000 East Bay residents with disabilities who are unable to independently use the two systems directly.

February 8, 1996...

BART Board voted to fully support the proposed new downtown San Francisco ballpark in China Basin.

February 23, 1996...

BART and the San Mateo County Transit District (SamTrans) jointly celebrated the pre-opening the new BART Colma Station in San Mateo County, which is the first step in linking BART to the San Francisco International Airport. The station opens for regular customer service on February 24.

February 24, 1996...

BART's new Colma Station and SamTrans Transit Center opens for revenue service with a "Community Celebration". The three-track, two-platform station is the second largest of BART's 36 stations. A five-story, 1,400 space parking garage adjoining the station was built above a BART maintenance yard while the yard was in daily service -- a first for construction in California.

March 5, 1996...

The last of the 80 new C2-model transit vehicles that BART ordered were welcomed in a ceremony at the Hayward BART Yard Test Track. The new cars give BART a fleet of 669 transit vehicles, including 439 of the original BART cars and 150 C-model cars that were built by the French firm SOFERVAL.

March 13, 1996...

BART, SamTrans, and San Francisco airport officials jointly lauded the announcement made by the White House in Washington D.C. today that the Clinton administration has named the BART San Francisco airport Extension as one of the top priority transit projects in the nation. Estimated to cost approximately \$1.1 billion, the federal share of approximately 70% of the project cost will be about \$710 million exclusive of finance costs, with the remaining costs shared by SamTrans, the State of California and the San Francisco International airport for that portion of the line inside the airport property.

March 30, 1996...

BART tracks between the North Concord/Martinez and Pittsburg/Bay Point BART Stations were electrified as BART began testing the automatic train control and propulsion power systems on the tracks between the two stations.

April 13, 1996...

BART energizes the third rail from the Bayfair Station to the Eden Canyon road off-ramp of Interstate 580 in Castro Valley and begins a period of major systems testing in advance of start up service later this year for the entire extension.

April 27, 1996...

BART opens new police satellite facility at the Walnut Creek BART Station. The new police facility will serve BART patrons on the Concord line. It was constructed as part of BART's overall program to enhance security for its patrons.

April 29, 1996...

California Governor Pete Wilson sends letter to Congressman Frank Wolf, chairman of the House Transportation Appropriations subcommittee, naming a BART extension to the San Francisco International Airport as one of three transportation projects that represent California's top priorities for Federal appropriations in the up coming year.

May 2, 1996...

BART engineers demonstrate trains operating under the Advanced automatic Train Control (AATC) system. AATC converts the U.S. military's radio position locating technology, which was successfully used during the Persian Gulf conflict in tracking equipment and troops, to pinpointing a speeding BART train to within 15 feet of its location -- including inside the 3.6-mile Transbay Tube.

May 9, 1996...

BART enters into a 20-year agreement with Bonneville Power Administration (BPA) for the purchase of power at potential savings of \$9 million annually.

May 31, 1996...

BART's General Manager, Richard A. White resigns effective July 26 to become the new GM of Washington Metro.

June 6, 1996...

BART receives approval of \$35 million in new rail starts funding for the Bay Area by the House appropriations Subcommittee on Transportation, which means that the proposed BART Extension to the San Francisco International Airport can move forward on schedule this year.

June 10, 1996...

BART and AC Transit begin new across-the -Bay paratransit service.

June 18, 1996...

BART Board of Directors certified the final Environmental Impact Report for the BART extension to San Francisco International airport and adopted as a project Alternate VI, with aerial tracks over Highway 101 and into a station at the airport and a joint BART/CalTrain station in Millbrae.

June 26, 1996...

BART began a seven-year program to thoroughly upgrade its entire original fleet of rail cars through a \$330 million contract with Adtranz.

June 27, 1996...

BART releases the District's draft Short Range Transit Plan (SRTP) or 10-year plan for public review, as required by the Federal Transit Administration (FT) to be eligible for future grant applications.

BART approves a balanced \$269.1 million operating budget for the fiscal year that begins July 1.

BART Board of Directors approved a \$500 limit on campaign contributions for this coming November elections.

July 1, 1996...

BART and AC Transit expand the East Bay paratransit service to encompass eligible riders within a three-quarter mile radius of every AC Transit bus route between Albany and South Hayward.

July 19, 1996...

BART postpones starting up the planned new Pittsburg/bay Point service until late this year, and Dublin/Pleasanton service until next year due to technical problems with integrating new BART extensions into the 25-year old core system, and the resulting need to concentrate on improving service levels.

July 24, 1996...

BART in partnership with Wells Fargo Bank will now make it possible for transit system's riders to use their credit and ATM cards to purchase BART regular, and BART Plus tickets through new Credit/Debit vendors or "CAT" (Charge a Ticket) machines.

August 1, 1996...

California Governor Pete Wilson signed legislation naming BART to manage the Capital corridor trains. Under the terms of the bill, BART will assume management responsibilities for the first three years. Amtrak will continue to operate the trains.

August 8, 1996...

BART appointed Willie B. Kennedy to fill the BART District Seat 7 recently vacated by former BART Director Wilfred Ussery.

August 14, 1996...

BART announces appointment of Thomas E. Margro as General Manager of the District.

September 3, 1996...

BART received the "Record of Decision" (ROD) from the Federal Transit Administration, which represents completion of the federal environmental process for the extension to the San Francisco International Airport project.

September 12, 1996..BART approves two important contracts, one to replace 19 escalators in several San Francisco stations, and the other to generally refurbish several other stations on both sides of the bay as part of the transit district's overall program to make the 24-year-old system like brand new.

September 23, 1996..BART offers a new multi-ride or high-value ticket worth \$48 at a selling price of \$45. This is in addition to the current discount ticket, which is valued at \$32 and can be purchased for \$30.

September 26, 1996..BART approves a Pre-Qualified Bidders List for the \$1.2 billion San Francisco International Airport project. This will save precious time in awarding the various contracts to consultants competing for work on the extension.

BART will add a new feature in 20 of its stations - tactile information signs - to accommodate persons with sight impairment, and to meet the Federal American with Disabilities Act (ADA) requirements.

October 1, 1996...

BART begins "Bikes on BART" demonstration program. Bike permits will not be required and cyclists may board the rear portion of all cars except the lead car. The demonstration project runs through March 31, 1997.

October 3, 1996...

BART announced that its new Pittsburg/Bay Point Station will open at 6 a.m. on December 7, 1996, four months earlier than originally anticipated.

October 26, 1996...

BART opens its second BART police zone facility at the El Cerrito Del Norte Station.

October 31, 1996...

BART Board approves historical agreement between BART and the San Francisco International Airport (SFIA). The agreement was approved yesterday by the San Francisco airport commission, and it commits the airport to allocate up to \$200 million for construction of the BART extension on airport property. The airport's allocation plan was approved by the Federal Aviation Administration (FAA) on October 18, for all eligible project costs.

November 1, 1996...

BART commemorates the last stage of completion of its new bus-to-bus and bus-to-BART intermodal facility. the new bus-to-train facility will increase the bus bays from nine to twelve, improve access, and add new customer seating, landscaping and lighting.

November 2, 1996...

BART opens its third BART police zone facility at the Bayfair BART Station.

November 21, 1996.. BART and AC Transit begin new East Bay paratransit service.

November 25, 1996.. The San Francisco Board of Supervisors' approves an agreement with BART committing up to \$200 million in airport funds toward a BART station at San Francisco International Airport "represents the final local step in securing the necessary federal funding for the airport extension project.

December 7, 1996...

Official opening of the new Pittsburg/Bay Point Station. The opening completes a 7.8-mile segment of the Pittsburg/Antioch Extension from the Concord Station.

December 11, 1996..BART names Bill Fleisher, a 30-year transportation veteran to the new post of Managing Director for Capitol Corridor Joint Powers Board for which BART will serve as managing agency in accordance with recently enacted state legislation.

January 30, 1997...

BART invites public to an Open House on the BART Millbrae Intermodal Station. The Millbrae facility is one of four stations along the proposed 8.7-mile extension of BART to the San Francisco International Airport.

February 13, 1997...

BART Board President Margaret K. Pryor announced that the U.S. Department of Transportation has refuted Airline Industry claims that funding from the San Francisco Airport for the BART/SFO Extension Project will constitute an illegal revenue diversion, and further, has affirmed the administration's strong support for the long awaited airport extension. The letter affirmed that the cost-sharing agreement between BART and the airport, which will contribute up to \$200 million to the project, adheres to federal law.

February 25, 1997...

BART kicks-off its new program to declare war on graffiti and vandalism with the creation of a special TAG team made up of undercover police officers. Graffiti and vandalism costs the taxpayer-owners of the system \$1.6 million annually.

March 18, 1997...

BART announces May 10 the official opening for the Dublin/Pleasanton and Castro Valley BART Stations.

March 20, 1997...

BART joins the City of San Francisco, the San Francisco Airport Commission, United Airlines, and the Air Transport Association (ATA) in signing the terms of an agreement that will pave the way for BART to receive a Full Funding Grant Agreement for the BART/SFO Extension Project.

April 1, 1997...

BART fare increase, the last of a three phase increase that was first put into effect in 1995 following a nine year period of no increases. The fares are scheduled to increase by 11.4 percent.

April 10, 1997...

BART Board of Directors approved the final lease agreement with the San Francisco International Airport for the

construction of that portion of the BART/SFO Extension on airport property.

May 5, 1997...

BART discontinues direct service between the North Concord/Martinez and South Hayward BART Stations under a two-year agreement with Caltrans as part of Caltrans "Cure for Congestion" program for the I-680/Highway 24 interchange.

May 9, 1997...

BART officials and elected representatives including keynote speaker U.S Congresswoman Ellen Tauscher celebrated the opening of the new Castro Valley and Dublin/Pleasanton Stations. (The stations officially open on Saturday, May 10).

May 10, 1997...

BART's new Dublin/Pleasanton line officially opened for passenger service at 6 a.m. with the first train departing the Dublin/Pleasanton Station at 6:03 a.m. A community celebration was held at both the Castro Valley and Dublin/Pleasanton Stations featuring entertainment, raffles, giveaways and tours.

May 12, 1997...

BART provided special early morning train service from all East Bay stations and San Francisco stations to the Embarcadero Station for the Bay-to-Breakers Race beginning at 6 a.m. from all 39 stations.

May 13, 1997...

BART Board's Administration Committee considers discount fares for teenagers.

May 14, 1997...

BART's System Safety and Transportation Department conducted an orientation tour for the visually impaired and other persons with disabilities at the 19th Street BART Station.

May 23, 1997...

Under BART's recently launched "Zero Tolerance" fight against graffiti and vandalism on the transit system, its police have arrested 65 suspects. In addition to arrests, BART has collected \$1,363 in restitution for damages to property from parents of juvenile offenders.

June 19, 1997...

BART Board announced the appointment of Scott L. Schroeder as Controller-Treasurer. Schroeder, BART's Assistant Treasurer, replaces Alvan R. Teragawachi, who retires from the District on June 30.

June 24, 1997...

The BART Extension to San Francisco International Airport received its full, \$54.8 million FY98 appropriation from the House Appropriations Subcommittee on Transportation along with language directing the Federal Transportation Administration to issue BART the long-awaited \$750 million Full Funding Grant Agreement by July 1.

June 27, 1997...

The BART Board released the District's draft Short Range Transit Plan (SRTP) and Capital Improvement Program (CIP) for public review. Required by the Federal Transit Administration (FTA), the plans provide an analysis of operating and capital funding needs, priorities, and funding strategies through FY2008.

June 28, 1997 BART officials formally requested the Governor to call for a 60-day cooling off period in the face of a threatened strike by BART's three major unions.

July 2, 1997...

A press conference was held in San Francisco Mayor Willie Brown's office as a follow up to the announcement yesterday of the Full Funding Grant Agreement for the BART/SFO Extension Project.

July 7, 1997...

Governor Wilson calls for cooling off period in BART contracts negotiations. The cooling off period, which takes effect immediately, allows both BART and the unions additional time to reach a final agreement. During this time period, BART employees are prohibited from taking any strike action.

July 11, 1997...

San Francisco Superior Court Judge Raymond Williamson dismissed a suit brought against BART and SamTrans that

would have rescinded the BART and SamTrans Board of Directors approvals of the Environmental Impact Report, decertified the EIR and ordered a new EIR be drafted. The suit was brought by COST - the "Coalition for a One-Stop Terminal" - the Train Riders Association and Peninsula Rail 2000.

July 24, 1997....BART was named a National Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers (ASME).

August 20, 1997...

From July 1 through September 30, every time a BART or BARTPlus ticket is purchased from one of BART's special Charge-A-Ticket (CAT) machines, Visa U.S.A. will make a donation to Project 180, an organization committed to empowering and turning around the lives of the homeless.

August 21, 1997...

BART and the BART Police Officers Association (BPOA/SEIU Local 1008) reached a preliminary agreement on a new labor contract.

August 28, 1997...

BART Board of Directors ratified a new four-year labor agreement with the BART Police Officers Association (BPOA/SEIU Local 1008).

September 1, 1997...

Federal Transit Administrator Gordon J. Linton, BART officials, state and congressional representatives, county and city officials and members of the Spanish Speaking Unity council unveiled final plans for the Fruitvale Transit Village at the Fruitvale BART Station.

September 5, 1997...

BART officials say they will not grant unwarranted concessions to a Colma cemetery that has sued over the BART extension to San Francisco International Airport.

September 7, 1997...

A strike by BART employees has forced the shutdown of the BART system

September 11, 1997...

Happy 25th Birthday BART. (Celebration is postponed due to labor negotiations).

September 15, 1997...

BART train service resumes after an eight-day shut down.

September 30, 1997...

BART Board unanimously ratifies new four-year agreements with four unions.

October 7, 1997...

Congressional Appropriations Committee in Washington, D.C. approved \$30.4 million in appropriations from the 1998 fiscal year budget for the BART extension to the San Francisco International Airport.

October 9, 1997...

BART signs Memoranda of Understanding to implement environmental mitigation measures with six cemeteries belonging to the Coalition of Colma Cemeteries as a first step toward securing the necessary right-of-way for the BART/SFO Extension project.

November 3, 1997...

BART in conjunction with its local partners, SamTrans and the San Francisco International Airport (SFIA) officially marked the start of work with a ceremonial groundbreaking.

December 18, 1997...

BART Board elected Director James Fang of San Francisco as President and Director Joel Keller of Antioch as Vice President of the BART Board of Directors.

BART Board of Directors awarded a \$19.7 million contract to renovate 99 escalators at 26 original BART stations.

December 19, 1997...

BART demonstrated one of the Emergency 9-1-1 call boxes that will be installed in all BART Station parking lots and Park & Ride lots.

December 30, 1997...

Harlem globetrotters Orlando Antigua became the first person in the history of the world to dribble a basketball (on carpet) across the bottom of the San Francisco Bay inside a BART train traveling at 80 mph through BART's Transbay Tube.

January 26, 1998...

BART and officials of Cypress Lawn Cemetery sign a Memorandum of Understanding to implement environmental and mitigation measure that represent another significant step toward advancing the BART extension to SFIA.

February 10, 1998...

BART awards two major contracts for 90 percent of construction for the BART/SFIA Extension project.

March 2, 1998...

BART participated in a public meeting to unveil design improvements at the 16th Street BART Station.

March 12, 1998...

BART announced that investors recently snapped up approximately \$350 million in revenue bonds issued by the transit district, saving more than \$16 million in interest over the next 22 years. The savings will be achieved from refinancing portions of bonds issued in 1990, 1991 and 1995 at higher rates.

April 3, 1998...

BART celebrates the future of regional transit with a community kickoff for the BART extension to the San Francisco International Airport. The event marked the recent award of \$70.5 million contract to the joint venture of Swerdrup/Conco for construction of the Millbrae Intermodal Station and a \$526.5 million contract to the joint venture of Tutor/Saliba/Slattery for construction of the mainline from Colma to Millbrae. The two contracts account for 90 percent of all BART construction for the SFO Extension project.

April 9, 1998...

BART enters into exclusive negotiations with La Salle Partners, a Chicago-based developer, on a proposal to develop a West Dublin/Pleasanton Station with private sector funding.

April 13, 1998...

BART announced that Pacific Gas and Electric Co. (PG&E) have completed work raising high-voltage power lines to allow for construction of the aerial guideways that will one day carry BART trains over US Highway 101 to a new station at San Francisco International Airport.

April 17, 1998...

BART celebrated 25 years of service to the people of the Bay Area with a commemorative event held at the MetroCenter Auditorium. The event was capped off with the unveiling of five new traveling displays entitled: Buggy to BART; Early Construction; BART Events & Services; Current Project; and, BART's Future. The displays will be available for viewing by the public at various BART stations.

April 21, 1998...

BART held a ribbon-cutting ceremony to mark the completion of the first major housing project on BART property. The project includes the construction of 96 units of affordable housing, the renovation of the historic Strobridge House, a three story Victorian, into three senior apartments, and a BART Police zoned facility.

April 24, 1998...

BART completes the installation of 225 9-1-1 Emergency Call Boxes at 29 BART Station parking lots and Park & Ride lots.

May 6, 1998...

BART's System Safety and Transportation Departments held an orientation tour for the visually impaired and other persons with disabilities at the 19th Street BART Station.

May 14, 1998...

BART approves a six-month pilot program offering teenage students reduced BART fares. Students between the ages of 13 and 18 who are enrolled full-time in junior high or high school will be allowed to purchase \$33 tickets for \$25 -- a 25 percent discount off the full BART fare.

June 7, 1998...

BART urged Muni to accept its offer to extend the BART/ Muni Fast Pass beyond the June 30 expiration date so that BART and Muni can continue the effort to work out a new agreement.

June 22, 1998...

BART releases the District's draft Short Range Transit Plan (SRTP) and Capital Improvement Program (CIP) for public review.

June 24, 1998...

The Metropolitan Transportation Commission agreed to join BART and the California Transportation Commission in a Memorandum of Understanding (MOU) that will provide \$57.5 million in additional state funding for the BART extension to the San Francisco International Airport.

June 25, 1998...

BART Board of Directors approved a balanced, \$300.3 million operating budget for the fiscal year that begins July 1.

July 1, 1998...

BART's new "Bike-Friendly" policies go into effect. The new policies include increasing the hours bicycles are allowed on BART trains during the morning and evening commutes.

Management of the Capitol Corridor intercity train service was officially transferred from Caltrans to the regional Capitol Corridor Joint Powers Authority (CCJPA).

July 9, 1998...

BART receives first "Report Card" on electric vehicles giving the program high marks. Ninety-four daily commuters using 40 electric-powered Station Cars reduced "drive alone" car trips in conventional, internal combustion automobiles from 45 percent to 3 percent.

BART seeks bids for construction of the subway station at Tanforan Park Shopping Center in San Bruno, one of four stops planned on the BART extension to San Francisco International Airport.

July 20, 1998...

The first of four public workshops on Capitol Corridor Train Service under the sponsorship of the Capitol Corridor Joint Powers Authority (CCJPA).

July 30, 1998...

As part of the BART extension to SFO, BART and the San Mateo County Flood Control District begin undertaking improvements to Colma Creek, which carries storm water runoff from the city's western hills to San Francisco Bay. More than \$10 million worth of work will be done over the next two years, most of it paid for by BART.

August 10, 1998...

An additional 109 parking spaces became available for all-day parking at the Castro Valley BART Station, when a portion of "Mid-day Parking" at the station was converted.

August 13, 1998...

Congresswoman Ellen Tauscher (D-Danville), a member of the House Committee on Transportation and infrastructure, tours the BART extension to the San Francisco International Airport.

August 17, 1998...

A BART contractor begins demolition work to the Millbrae Gardens area, where four apartment buildings at the West End of Garden Lane will be razed to clear the way for construction of BART facilities.

August 27, 1998...

BART lowered the transit district's property tax by 24 percent for the current fiscal year -- to 1.668 cents per \$100 of assessed valuation from 2.2. cents.

BART approves a \$1.8 million payment to the San Francisco Muni to help defray the cost of providing feeder's service

to BART.

September 2, 1998...

BART hosts the first in a series of Community Open Forums to discuss plans for the transit district in the coming millennium. The first forum focused on issues affecting Oakland, including the BART-Oakland International Airport Connector, Fruitvale Transit Village, improvements to the Coliseum Station, Capitol Corridor Intercity Rail Service, Systemwide Renovation, and improved security and accessibility to the 95-mile, 39-station system.

September 13, 1998...

BART conducts a multicasualty drill, which involved medical, fire and police from Berkeley. The drill took place in the Berkeley Underground, between the North Berkeley and Berkeley BART Stations.

September 23, 1998...

BART hosts the second in a series of Community Open Forums. The second forum focused on issues affecting San Francisco, including the 16th Street Community Design Plan, security at BART stations, paratransit, parking, new bicycle rules and BART station renovation--including elevators and escalators, station interiors, rest rooms and landscaping.

October 1, 1998...

BART hosted the third in a series of Community Open Forums. The forum focused on issues affecting southern Alameda County and BART customers who travel through the area, including a BART extension to Warm Springs, Union City Station Study, current and projected BART ridership figures, the BART extension to San Francisco International Airport, security at BART stations, parking, and BART's Systemwide Renovation Program, including the original fleet of BART cars, elevators and escalators, station interiors, rest rooms and landscaping.

October 5, 1998...

BART dedicates recently completed 40-foot clock tower, which was donated by the Bank of Fremont in memory of the former BART Director George M. Silliman. Mr. Silliman, who was President of the BART Board when the system first opened in 1972, passed away last year.

October 11, 1998...

BART in Concord hosted the fourth in a series of Community Open Forums. The forum focused on BART initiatives, including service improvements, the BART extension to the San Francisco International Airport, parking, and BART's Systemwide Renovation Program.

October 19 1998...

BART hosted the fifth in a series of Community Open Forums. The forum focused on the District's existing and planned programs, particularly those that affect central and north Oakland and Berkeley, including service improvements, a possible Transit Village at the MacArthur BART Station, current and project BART ridership figures, and BART's Systemwide Renovation Program.

October 21, 1998...

Congress appropriates \$40 million for BART-SFO Extension.

October 22, 1998...

BART in conjunction with the Oakland Police Department kicked-off a new evening escort program at the Rockridge BART Station.

October 27, 1998...

Representatives from BART's Procurement Department and the Office of Civic Rights held a vendor faire ADoing Business With BART@ at the MetroCenter in Oakland.

November 12, 1998...

BART in cooperation with Alameda County Community Food Drive, Contra Costa Food Bank, San Francisco Food Bank Second Harvest Food Bank of San Mateo, the Grocery Outlet and the Oakland A's kick-off second annual food drive.

January 14, 1999...

BART unveiled the first of its completely renovated transit cars at a ribbon-cutting ceremony at the 12th Street BART Station in Oakland.

January 15, 1999...

BART held a public celebration of Dr. Martin Luther King Jr.'s birthday at the MetroCenter in Oakland.

January 18, 1999...

BART provided special commemorative "Freedom Trains" in celebration of Dr. Martin Luther King Jr.'s birthday. Passengers on the BART "Freedom Trains" disembarked at the Montgomery Street BART Station to join the Reverend Cecil Williams who led the march down Market Street to attend the annual King holiday rally at the Bill Graham Civic Auditorium.

January 19, 1999...

BART held an open house to commemorate the grand opening of BART's newest Police facility, located at the Castro Valley BART Station.

February 8, 1999...

Brand new "All about BART" brochures, containing the systems revised train schedules available at all BART stations.

February 9, 1999...

BART Board of Directors approved a \$198.5 million supplemental financial plan that will help the critical BART/San Francisco Airport Extension meet cash flow requirements.

February 11, 1999...

BART hosts vendor faire "Doing Business With BART."

Community leaders and elected officials gathered for the dedication of Huntington Avenue, a new city street build to make way for future construction of the BART subway and station in San Bruno. BART's San Bruno Station is part of the BART extension to the San Francisco International Airport.

February 12, 1999...

General Manager, Thomas Margro announced the appointment of James R. Van Epps to fill the post of Executive Manager of the West Bay Extensions.

March 3, 1999...

BART in conjunction with the Hayward Police Department kicked-off a new ambassador and youth education programs with a ceremony at Hayward City Hall.

March 8, 1999...

BART begins Phase I construction of the new bus intermodal facility at the Fremont BART Station.

March 17, 1999.....BART carries 300,838 riders -- the first time in BART's 26-year history that it has topped the 300,000 barrier, excluding the month following the Loma Prieta Earthquake.

April 5, 1999.....BART joined forces with the American Red Cross at the Powell Street BART Station to kick off a series of Earthquake Preparedness classes in BART stations in conjunction with Earthquake Preparedness Month.

May 13, 1999.....BART joins the National Transparent Optical Network Consortium (NTONC) to help develop the next iteration of the Internet -- an all optic system that will use light to transmit data across the country and around the world.

June 1, 1999.....BART wins lawsuit filed by COST (Coalition for a one-stop terminal), et al., which challenged the Environmental Impact Report for the BART/SFO Extension Project.

June 8, 1999.....Congresswoman Nancy Pelosi (D-CA) announced that full funding for BART -- \$84 million for further expansion to San Francisco International Airport -- has been included in the House appropriation for transportation, which was approved by the House Appropriations Committee.

June 16, 1999.....BART awards a construction contract for the new BART station in San Bruno to the joint venture of Tutor-Saliba/Slattery in the amount of \$45,020,000.

June 22, 1999.....BART releases its draft Fiscal Year 2000 Short Range Transit Plan (SRTP) and Capital Improvement Program (CIP) for public review.

June 27, 1999.....BART carries a record number of passengers (152,834), nearly double the 80,000 passengers it would expect to carry on a sunny Sunday in June.

September 1, 1999....State Legislature approves Assemblyman Lou Papan's bill (AB 670) that will allow BART and other transit agencies in the Bay Area to purchase property near their stations for development as "transit villages."

September 8, 1999....Construction work for the BART extension to San Francisco International Airport began in Burlingame with the removal of trees and vegetation along the east side of Caltrain tracks, south of the Trousdale Canal.

September 13, 1999...Community leaders and elected officials held kickoff ceremony for construction of the BART San Bruno station at Tanforan Park Shopping Center, one of four new stops on the BART extension to San Francisco International Airport.

October 7, 1999.....BART temporarily discontinued accepting \$20 bills in its older ticket vending machines located in the system's original 34 stations. This is being done as a result of fraudulent purchase of tickets.

October 12, 1999.....California Governor Gray Davis signs the "Transit Village" legislation authorized by Assemblyman Lou Papan (D-Millbrae) that will allow BART and three other transit agencies in the Bay Area to purchase property near their stations for development as "transit villages."

October 21, 1999....The American Public Transit Association (APTA) named BART's Internet web site, www.bart.gov, and the best transit agency web site in the United States and Canada.

October 27, 1999....BART in conjunction with The Bicycle-Friendly Berkeley Coalition (BFBC), Bay Area Air Quality Management District (BAAQMD) and the City of Berkeley kicked off its new "Bikestation" demonstration program.

October 28, 1999...BART and the Federal Transit Administration (FTA) hosted a public scoping meeting open house to provide information and to invite public comment on the scope of the environmental analysis of a proposed connector between BART's Oakland Coliseum Station and the Oakland Airport.

November 8, 1999....BART held the first segment of the Land Use Management and Transportation Forum entitled "Where do We Grow from Here?" The forum took a hard look at the concept of transit-oriented development, and future BART extensions, with perspectives from leaders representing a broad section of the Bay Area.

November 18, 1999...A study conducted by the Sedway Group, a San Francisco-based real estate and urban economics firm, estimated that during its 27 years of operation and prior construction years, BART has not only put billions of dollars into the community in capital and operating expenses, it has been a factor in attracting billions of dollars in development as well.

BART awards construction contract to the joint venture of Tutor/Saliba/Slattery for the new BART station in South San Francisco in the amount of \$47,760,000.

November 30, 1999...BART in conjunction with KISS-FM Radio kicks off "One Warm Coat."

December 15, 1999....Special BART Millennium Flash Pass goes on sale. The pass will sell for \$5.00 and be good for unlimited trips beginning at 6 p.m. New Years Eve, Friday, December 31 until 6 p.m. New Years Day, Saturday, January 1, 2000.

December 16, 1999....BART Board of Directors choose fellow Director Tom Blalock of Fremont as President of the Board for the coming year, and Director Willie B. Kennedy of San Francisco as Vice President.

December 31, 1999.....BART will operate round-the-clock service for the Millennium Eve from 4 a.m. Friday, December 31, to midnight Saturday, Jan. 1. All five train lines will be in service from 4 a.m., Dec. 31 to about 4 a.m., Saturday, Jan. 1, when BART will change to three-line service through the end of service at midnight Saturday.

January 13, 2000.....The Reverend Cecil Williams, Glide Memorial Church, San Francisco was the featured speaker at BART's Martin Luther King Jr. birthday event.

January 14, 2000.....BART began replacing bill validators, which accept \$20 bills in all of its IBM ticket machines in its original 34 stations. BART temporarily discontinued acceptance in the older vending machines in early October of last year (due to fraudulent purchase of tickets).

February 1 & 2, 2000..BART weekday ridership reached a record 322,685 passengers on Tuesday, February 1 and 326,000 on Wednesday, February 2.

February 7, 2000.....BART celebrates its first annual Chinese New Year above the Lake Merritt Station in Oakland.

February 18, 2000....Congresswoman Ellen O. Tauscher (Contra Costa and Alameda Counties) tours the construction site for the San Francisco International Airport (SFIA) Project.

February 25, 2000....Ticket machines in all BART stations are once again accepting \$20 bills.

March 14, 2000.....BART, KTVU/Fox 2 and the California Job Journal host the East Bay Diversity Job Fair at the Oakland Convention Center in Oakland.

March 21, 2000.....BART begins a new era in purchasing BART tickets through Webvan, "the world's first full-service online grocery and drugstore." Webvan will sell high value BART blue tickets (\$32 and \$48) and discounted BART red and green tickets.

April 12, 2000.....BART and Richmond breakground for Transit Village. The transit village, to built on 16 acres, will encompass the development of a mixed-use pedestrian oriented village that integrates living, working, retail and cultural activities with a multi-modal transit station.

May 5, 2000.....BART hosts its annual Cinco de Mayo celebration on the plaza on at BART Headquarters.

May 9, 2000.....BART and a host of employers sponsored a Job Expo in downtown San Francisco aimed at "Putting Your Career on the Fast Track."

May 12, 2000.....Community leaders and elected officials gathered for a ceremonial kickoff of construction for the BART South San Francisco Station. The kickoff marks the start of work on the last of four new stations being built as part of the BART extension to the San Francisco International Airport.

May 17, 2000.....The House Appropriations Committee for Transportation approves \$80 million for the BART/San Francisco International Airport Extension project. This is one of the highest appropriations for new rail projects in the country and is the amount that was in President Clinton's budget for the coming Federal fiscal year 2001, which begin in October.

May 18, 2000.....BART sponsored a Welfare to Work workshop at the Calvin Simmons Ballroom of the Oakland Marriott Hotel. The first step in determining BART's role in the challenge of getting people who are no entering the work force between home, child care and their place of employment or training.

May 21, 2000.....BART provides special early morning service to Bay-to-Breakers race from 39 stations.

May 23, 2000.....Officials from Alameda County, BART and the City of Dublin celebrated the availability of 427 additional parking spaces at a ribbon cutting ceremony at DeMarcus Blvd. In Dublin (the Dublin side of the BART station).

June 6, 2000.....Professional artists with experience in creating large-scale public art are being sought to produce

artwork for the new stations on the BART San Francisco Airport Extension, now under construction.

June 7, 2000.....BART introduces three new services at the Fremont Station.

Talking Signs – Visually impaired passengers with hand-held receivers can intercept audible voice messages that help them find the location of station agent booths, escalators and elevators, bus stops and restrooms. This is the first permanent installation of this system in a BART station and is designed to improve the mobility and access to people who are visually impaired.

Bus Intermodal Facility – Efficient and seamless bus-to-BART and BART-to-bus transfers for passengers using AC Transit and Santa Clara Valley Transit buses. Includes improved bus berth areas, new paving, shelters, signing, lighting, landscaping and ADA upgrades.

Hertz “Station Car” Program – Monthly car rental with guaranteed BART parking, available only at the Fremont Station. Makes more efficient use of the existing parking spaces by allowing one space to be used by multiple drivers.

June 22, 2000.....For the fourth time, BART Maintainers have captured First Place in the American Public Transit Association’s International Rail Rodeo held June 10-15 in St. Louis, Missouri. Top honors had previously gone to BART Maintainers in 1998, 1997 and 1994.

June 24, 2000.....Secretary of Transportation Rodney E. Slater, San Francisco Willie Brown and BART Board Vice President marked the release of \$63.7 million in federal funding for the BART San Francisco Airport Extension. The money is part of a \$750 million federal grant for the BART extension, the Bay Area’s biggest transit project.

June 28, 2000.....BART in conjunction with St. John’s Educational Thresholds Center (SJETC)/Urban ArtWORKS joined together to present “The Youth Voices Mural Project”, a mosaic tiled-mural, which will be on display at the 16th Street Station.

July 5, 2000.....The new \$5 and \$10 U.S. Treasury bills are now accepted in all BART stations.

July 19, 2000.....BART hit an all time record high in ridership for a single regular weekday when about 353,000 used the system.

August 2, 2000.....BART officials, San Francisco Mayor Willie Brown and State Assemblymember Kevin Shelly joined together for a press conference announcing \$6 million in state funding for Phase I of the Balboa Park BART Station Expansion Project.